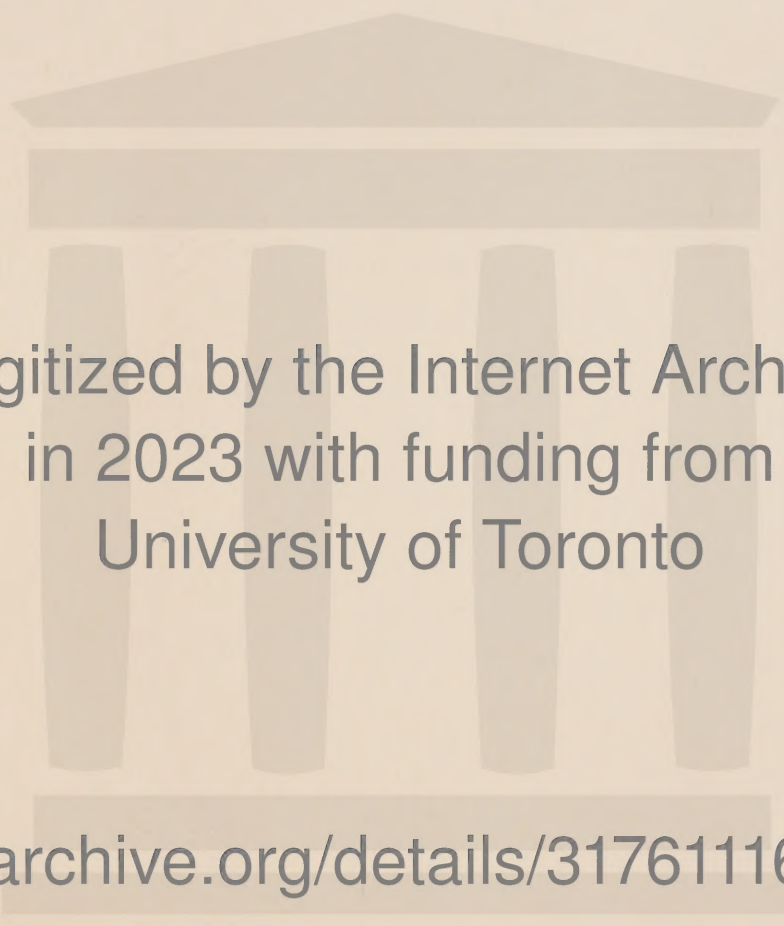




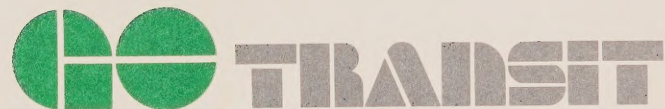
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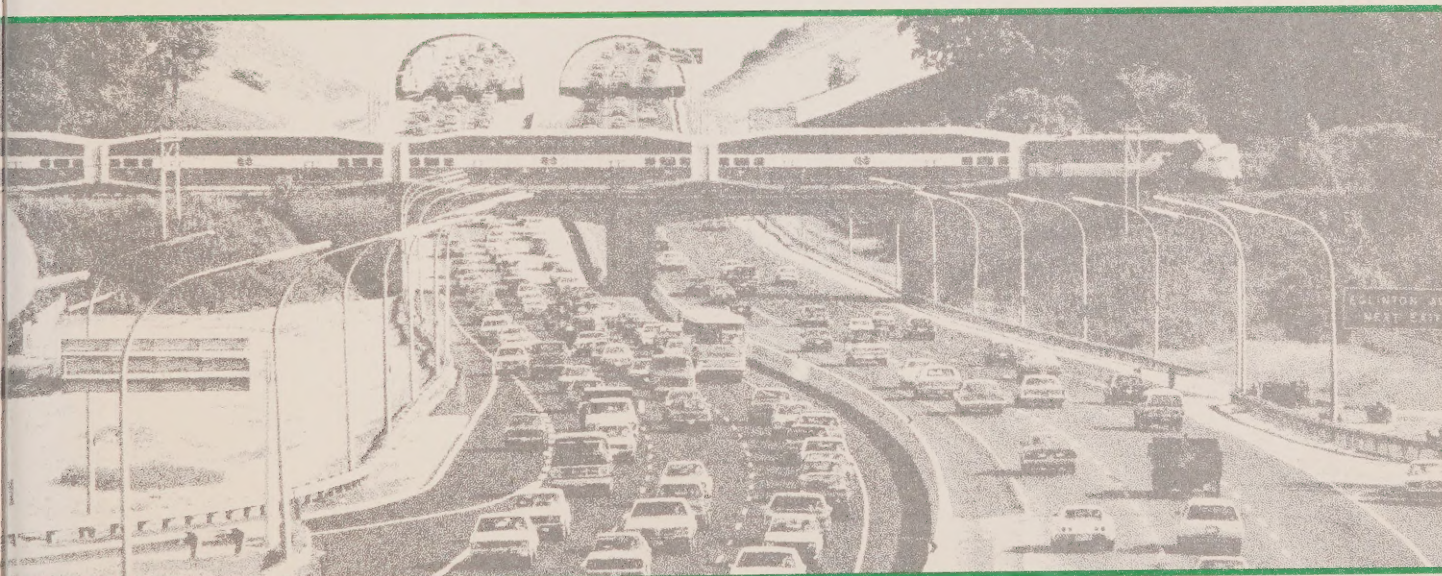
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Annual Report

For the year ended March 31, 1986



Toronto Area Transit Operating Authority



GO TRANSIT

555 Wilson Avenue, Downsview, Ontario M3H 5Y6
(416) 830-5220 Telex 05-217508

3 July 1986

The Honourable Ed Fulton
Minister of Transportation
and Communications
Ferguson Block
Queen's Park
Toronto, Ontario
M7A 1Z8

Dear Mr. Minister:

It is my honour, on behalf of the Members of the Board, to
present the 1985-86 annual report of the Toronto Area Transit
Operating Authority.

It is also my pleasure to extend our thanks to you and your staff
at the Ministry of Transportation and Communications for your
continuing co-operation and assistance, a special relationship
which we at GO Transit hope will continue to grow.

Respectfully submitted,

Louis H. Parsons
Chairman



Office of the
Minister

Ministry of
Transportation and
Communications

Ferguson Block
Queen's Park
Toronto, Ontario
416-965-2101

4 July 1986

The Honourable Lincoln M. Alexander
Lieutenant Governor of Ontario
Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A1

May It Please Your Honour:

I have the privilege of presenting for the information of Your
Honour and the Legislative Assembly the report of the activities
of the Toronto Area Transit Operating Authority for the year
ended 31 March 1986.

Respectfully submitted,

Ed Fulton
Minister

Chairman's Summary

The year was one of change again — change for the better, not just for GO Transit but for its passengers, too.

The most significant change was the Government's decision not to develop GO-ALRT (Advanced Light Rail Transit) service further, favoring expansion of the GO Train network through proven, conventional technology. This decision was not made lightly. Juggling, as always, the many demands made on it for public monies, the Government prudently chose the most *cost-effective* means whereby it could improve interregional transit for the Toronto-Hamilton-Oshawa area; in opting for conventional technology, it was also taking the only *practical* approach available for accomplishing these improvements quickly, so that urgent, short-term needs could be met.

The GO-ALRT network was a farsighted plan, perhaps too visionary for some. However, the costs that were required to develop it outweighed the benefits. The whole ALRT system as envisaged would have to be completed for any real benefit to be realized, while conventional means provides the flexibility to expand service incrementally, making it possible to meet demand *quickly*, as well as in the long run.

Proceeding with development of just two ALRT routes would have been "fiscally irresponsible", as Ed Fulton, the Minister responsible for GO, stated when announcing the change of plans in October 1985.

The obvious benefit for passengers will be that under the new plans, there will be no transferring between two different types of trains. Service will be provided on conventional, bi-level trains throughout. For people in the communities on the Lakeshore East, there is also the bonus of an earlier start-up of full service between Pickering and Whitby: late 1988, fully a year ahead of the ALRT schedule. On the Lakeshore West, service will be phased up to full schedules by the early 1990s between Oakville and Burlington. And on the Milton line, frequency will be upgraded so that commuters will have two more weekday round trips in service, beginning in late 1988.

Meanwhile, studies will continue in determining the best means of expanding GO Train service further east to Oshawa and west to Hamilton; residents of these communities might decry the need for further investigation, but none will dispute that consensus must be reached

among all parties concerned — the Government, GO, the municipalities, the railways — to achieve the best for both areas.

These new plans — officially dubbed the GO Train Service Expansion Program — have the full backing of the Government, which has committed \$284 million (in 1984 dollars) in capital funds for the project. Plans are well under way (expedited somewhat on the Lakeshore East by works already done for ALRT service), and GO Transit looks forward to joining the travelling public in launching these new services in the next few years.

Another major change occurring during the fiscal year was the assumption of direct operation of the Newmarket corridor GO Bus service from Gray Coach Lines. This bus corridor is GO Transit's busiest, and the change-over puts a third of the bus network in GO's direct control. The transition from contracted driver services to direct operation is detailed inside this report, but one fact bears repeating: assuming direct control is *the* fiscally responsible choice for GO. While outside contractors have performed such services admirably, GO sincerely believes it must eventually be master of its own

affairs, and that only by exercising complete control over all aspects of its operation can it provide service economically and in the best interests of the public.

Many of GO's new drivers have come, in fact, from these contract operators, and GO is proud to have them on its team. It is especially proud of the standard of excellence set by Gray Coach's personnel in the Newmarket corridor over the last 15 years; it will strive to emulate that performance and continue delivering high-quality service, not only in this corridor but also in all the others in the network.

Change came to the ticketing system, too: the first radical change, albeit an experimental one, since GO Transit's inception in 1967. Proof Of Payment, an honor fare system known by its initials POP, was introduced on the Milton line to test its suitability to GO service, with an eye to the eventual streamlining of the present ticketing procedure. Passenger acceptance of POP has been favorable, but some technical problems remain to be ironed out; the experiment has been extended so the situation can be assessed and solutions worked out. If the trial run proves successful, POP will be extended to take in at least the rest of the rail net-

work. Again, passengers as well as GO would benefit: administrative and operational improvements would be realized, but, just as importantly, POP would make GO service easier and even more attractive to use.

There were other developments as well this fiscal year. GO managed to weather the insurance crisis which hit the transit industry and was fortunate not to be as seriously affected as many other transit properties. Nevertheless, it was forced to increase its self-insured liability coverage, and was able to obtain a consistent level of outside insurance coverage at substantially increased premium rates; it can only hope for some stability to return to the market in the next fiscal year.

There were achievements, too. GO attained its best cost recovery in recent years, moving closer to the 65-per-cent target set for it by Cabinet. It recovered 61.2 per cent of operating costs through revenue, compared to 60.4 per cent the previous fiscal year. However, this achievement has to be tempered with reality: no longer able to rely on non-fare sources such as equipment leasing to generate ever-increasing revenues, GO

must now place more of the burden of the costs of operating service on the user — the passenger; in the years to come, an even greater proportion of these costs will have to be borne by passenger fare revenue, keeping public subsidy to the minimum.

On the labor relations front, co-operation between union and management resulted in the successful negotiation of a new, 21-month collective agreement, and it is GO's heartfelt hope that this harmony will continue in future bargaining.

I am proud of all these accomplishments, and am certain that others at GO Transit share my feelings. I would like to thank all who played a part — staff, Board Members, contract operators — for their contribution, big or small; and I look forward to working closely with everyone again in the balance of my second term as Chairman.



L. H. PARSONS
Chairman

Managing Director's Report

Ridership

GO Transit's ridership continued to grow steadily, if modestly.

The combined system, bus and rail, carried nearly 26 million passengers during 1985-86 — the highest volume ever, almost a million trips more than the previous fiscal year's carryings of 25 million; GO Trains carried 15.3 million and GO Buses 10.6 million of the total. In comparison, system ridership in 1983-84 numbered 24.4 million passenger trips, and in 1982-83, just over 23 million.

The rate of growth — the percentage increase in carryings over the previous year — began improving again, after declining from 1983-84 to 1984-85. The additional million trips system-wide represented a gain of 3.3 per cent, with rail ridership up by 4 per cent, and bus carryings by 2.3 per cent — more than double last year's increase of only 1 per cent.

All six rail corridors posted increases for the year, with the greatest growth rates occurring in the Bradford and Stouffville services: a 14.2-per-cent gain over 1984-85 carryings on the Stouffville line, and one of 13.6 per cent on the Bradford service. (It should be noted that these two

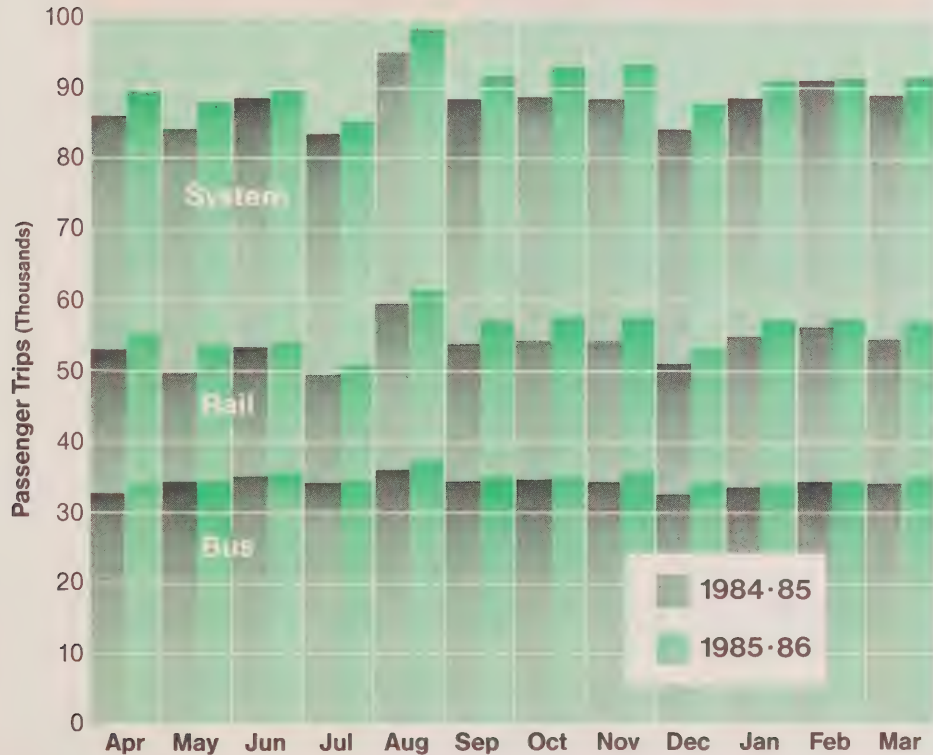
lines, which GO took over from VIA Rail in 1982, consist of only one weekday round trip each, and carry far fewer passengers than the other lines in the system.) The Richmond Hill line also experienced a substantial growth of 9.1 per cent. Georgetown line ridership rose by 4.7 per cent, and the Milton line's by 4 per cent. The Lakeshore line, however, at 3.3 per cent, had the most significant increase in sheer numbers: it accounted for 363,000 of the 583,000 additional trips carried on the rail system during the year.

All bus corridors except Uxbridge — Hamilton, Milton, Georgetown, Newmarket, and Oshawa — also experienced increases, although some routes fared better than others. The Oshawa Highway 2 service had the highest increase rate at 7.2 per cent; the Finch-Newmarket ticketed service racked up a 6.4-per-cent increase; and the Hamilton QEW City Link route gained by 5.5 per cent. Other growth routes were the Bramalea/Brampton and the Newmarket-Barrie-Sutton services, at 3.1 and 3.8 per cent respectively. Decreases ranging from 1 to 15 per cent occurred in the Hamilton Lakeshore, Brampton-Guelph, Uxbridge, and Bowmanville services.

Average weekday ridership at year end stood at 91,800 passenger trips system-wide, up from 89,000 last year and 87,550 the year before that. Of the 91,800 trips, 56,800 were on the trains (up from 1984-85's 54,750) and 35,000 on the buses (up slightly from 34,250). Average weekday ridership peaked as usual in August: 98,650 trips, 61,550 of which were on the rail network and 37,100 on the bus system.

Fare integration remained popular, and the number of passengers taking advantage of this GO program stayed about the same as last year, at some 7,600 trips a day. First tried out in 1979 and adopted permanently in 1981, the program integrates GO's fares with those of participating municipal transit systems to offer either free or discounted transfer between the local transit bus and the GO Train; its cost is subsidized by GO and the participating municipality, GO's share being 75 per cent. Intended as an attractive alternative to driving and parking, and as an incentive for riders to take public transit all the way to their destination, fare integration is in effect with the Brampton, Oakville, Burlington, Mississauga, and Pickering transit systems.

Average Weekday Ridership



Special Events Service

Demand remained strong for service for special events and attractions.

GO Transit as usual operated regular and special service for a wide variety of attractions, including Blue Jay and Argonaut home games, the Canadian Open golf championship, Canada's Wonderland, Ontario Place, the Canadian National Exhibition, and numerous shows through the year at Exhibition Place, Toronto's Metro Convention Centre, and the International Centre in Mississauga. With the popularity of events at Exhibition Place, in fact, ridership at Exhibition station now accounts for 10 per cent of the total patronage on the Lakeshore rail line. Recognizing the potential of these and other events to generate revenue, GO continued to promote its off-peak service as a convenient and economical alternative to driving by car.

The fiscal year's highlights were:

- Baseball season ridership, which increased by 31 per cent over 1984. GO Trains handled nearly 409,000 riders in the 1985 season, an increase of 97,000

Corridor	Passengers Carried (Thousands)		Route Kilometres (At year end)		Kilometres Operated (Thousands)	
	1985-86	1984-85	1985-86	1984-85	1985-86	1984-85
Rail						
Lakeshore	11,511	11,148	97	97	1,333	1,356
Georgetown	1,419	1,355	47	47	84	94
Richmond Hill	551	505	34	34	91	92
Milton	1,320	1,269	50	50	111	114
Bradford	209	184	67	67	34	32
Stouffville	274	240	46	46	23	28
Total	15,284	14,701	341	341	1,676	1,716
Bus						
Hamilton	2,220	2,202	178	178	4,110	4,034
Milton	163	160	60	60	438	437
Georgetown	1,367	1,350	217	217	2,280	2,334
Newmarket	4,015	3,921	323	323	3,730	3,688
Uxbridge	113	133	124	124	402	422
Oshawa	2,348	2,244	172	172	2,638	2,648
Canada's Wonderland	348	325	29	29	439	433
Total	10,574	10,335	1,103	1,103	14,037	13,996
System	25,858	25,036	1,444	1,444	15,713	15,712

trips — and this despite the disruptions to off-peak service caused by the rehabilitation of track on the Lakeshore line from mid-April to mid-August. Home game attendance, boosted by the Jays' success in reaching the playoffs, jumped by half a million for an increase of 27 per cent; GO ridership as a percentage of the gate was 8.6 per cent. For the second straight season, extra trains were provided after every evening and weekend game, waiting at Exhibition station to take fans home. The picture was not bright, however, for football ridership. With the Argonauts' fortunes still on the decline, GO handled less than half the number of rides it carried the previous year: a decrease of 36,000 rides, from 68,000 in 1984 to 32,000 in 1985. Argo home game attendance dropped by 11 per cent, but GO's share of the gate was 14 per cent in spite of this. Extra homebound service was not provided this season because of the decreased patronage.

- Exhibition station ridership during the CNE, which increased after having dropped last year. GO Trains handled 523,400 trips at the station during the 1985 Canadian National Exhibition, a gain of 13.6 per cent over 1984's carryings of

460,800. The increase came about despite one fewer Blue Jay game during the CNE's three-week run, and the cancelling of a grandstand concert and one day of the air show; however, the total was still lower than the 546,400 trips recorded for the 1983 CNE. Attendance at the 1985 CNE increased by more than 190,000 persons, or 9 per cent, over 1984's tally; GO maintained its share of the gate with a small increase from last year's 11.1 per cent to 11.6 per cent.

- Exhibition station ridership in general, which also gained over the previous summer. From April through October, excluding the CNE itself, ridership at the station totalled 537,000 trips, an increase of 6.3 per cent over the 505,000 trips carried in the same period last year. Some of this increase can be attributed to the Blue Jays' high game attendance; only two months, May and July 1985, saw lower patronage than the previous summer (July 1984 had included bumper carryings for the Tall Ships visit).

- Canada's Wonderland ridership, which reached a new high. A record 348,000 passenger trips were carried on this express bus service, which GO operated

for the fifth successive season under contract to Canada's Wonderland. The previous season's carryings totalled 325,000 trips; the gain from 1984 to 1985 was 7.1 per cent.

Rail Operation

The second summer of CN Rail's four-year rehabilitation of mainline track along the Lakeshore went ahead as planned, causing disruptions to off-peak GO Train service from mid-April to mid-August. GO kept delays to a minimum, however, by operating an extra trainset in the off-peak on the Lakeshore East, a move which also prevented delays from spilling over onto the Lakeshore West.

This summer's reconstruction consisted of the replacement of track ballast and some 77,000 ties on the Lakeshore East between Pickering and Cherry Street, just east of Union Station, to prepare for next summer's installing of new rail. CN also re-aligned track at Mimico on the Lakeshore West, installing new trackage for access to VIA Rail's new servicing facility next to GO's Willowbrook Maintenance Depot; the work included the installation of four switch heaters under the con-

tinuing GO-CN effort to improve the winter performance of rail service.

Rehabilitation in the summer of 1986 will include installing new, welded rail — 75 kilometres' worth — and replacing 47 switches on the Lakeshore East; construction on the Lakeshore West will entail the replacing of ties and ballast between Clarkson and Burlington, and the rehabilitating of station track at Long Branch, Port Credit, and Clarkson. Planned for the summer of 1987 is the replacement of welded rail on the Lakeshore West.

In July, a refurbished platform in Union Station opened for GO Transit's use, giving commuters direct access to *all* GO Trains from the GO concourse. Previously, Bradford and Stouffville line passengers had to board through VIA's part of the station, in isolation. GO Trains now operate off five adjacent tracks serving four platforms connected directly to the concourse. Operations at Union were also improved through new closed-circuit television cameras at track level for the monitoring of train and passenger movements.

Communications improved again with the introduction of hand-held VHF radios for train crews. Fifty radios were bought, and since January each trainman and conductor has been outfitted with one for discreet communication with each other, necessary both in normal operation and in emergencies. Integrated consoles streamlining UHF, VHF, crew, and public address communications were also purchased during the year for installing in all train cabs not already equipped.

During the winter of 1985-86, GO and the railways modified their snow emergency procedures to prevent a repeat of the service problems caused the winter before by heavy snowfall in the Union Station area. Snow drifting has worsened considerably in recent years in the station's western approaches, an area that had once been open, letting the wind sweep it clean of snow. Wind tunnel tests conducted during the year confirmed that this problem has been compounded by the CN Tower and the recently-erected complex of commercial buildings along that stretch — a situation which will probably deteriorate again when the domed stadium is built.

Long-range solutions recommended in the wind tunnel study are being evaluated, but in the meantime GO and the railways have modified their plans to reduce further the number of switches that have to be kept open in snow emergencies. The new procedures involve schedule adjustments and even train cancellations so that enough trackage is provided to maintain service through Union Station — and thus avoid snowballing delays to the rest of the GO Train network. Key switching points on all lines have also been protected by switch heaters installed in recent years, a program which GO and the railways aim to expand to improve winter service even more.

As in other years, GO Train service was adjusted in conjunction with GO Bus service over Christmas and New Year's to meet the holiday season's ridership demands. And both special or beefed-up regular service was provided throughout the year for Exhibition station to serve the popular Toronto lakefront's many attractions.

Bus Operation

GO Transit assumed responsibility for Newmarket corridor bus service from Gray Coach Lines at the beginning of the fiscal year.

On April 28, GO started operating that corridor's routes directly, using its own drivers and support staff, under a multi-year phasing-in that will eventually put it in full control of its bus operation.

The transition from driver services supplied under contract by outside agencies to direct operation by GO Transit had begun in January 1984, when GO, on expiry of Travelways' contract, took over the running of the Uxbridge corridor and the Newmarket corridor's Bayview service. The change-over from Gray Coach operation was developed and finalized last fiscal year, the result of intensive negotiation with Gray Coach, its union, and the union representing GO's employees; the first step in this process was taken in January 1985 with GO's assumption of central radio dispatch for the entire bus network.

With the April 1985 switch, the number of GO-employed bus drivers rose from 18 to 92, and the proportion of the bus system



New bus models were tested for possible future purchases

under direct GO operation increased to a third. The Hamilton, Milton, Georgetown, and Oshawa corridors remained under the operation of Gray Coach, which historically has been the major bus driver contractor since the inception of GO Bus service in 1970, while the Oshawa-Bowmanville route stayed the responsibility of Charterways. The phasing-out of contracted service will continue cor-

ridor by corridor over the next few fiscal years, starting with the Milton corridor in June 1986.

Changing over to direct operation — which includes all planning and administration as well as the actual driving — has, as expected, already reaped substantial financial savings for GO, as well as eliminating administrative duplications;

direct operation, in the best interests of the public, also allows GO to exercise greater control over the running of its services.

April 28, co-incident with the semi-annual timetable change, also brought about the discontinuation of bus parcel express (BPX) service. GO had been providing this service contractually for Gray Coach Lines for a number of years but decided to withdraw from the BPX business to concentrate on its mandate of transporting people; as well, it had neither the buses nor the routes to remain a viable BPX carrier, and the revenue derived from this service did not justify its continuation. Gray Coach retained its BPX operation and began handling parcel shipment in the GO service area with a new, van fleet instead of buses.

Schedule revisions made in the April and October timetable changes again affected just the bus operation and consisted mostly of frequency improvements to the North Yonge and Hamilton QEW City Link services.

In May, GO held its second annual bus rodeo (a test of driver skill and professionalism), and the winner went on to

represent it in the national championship held in Toronto in June by the Canadian Urban Transit Association.

During the year, GO Bus operation also involved testing various manufacturers' buses for possible future purchases; providing express shuttle bus service on contract to Canada's Wonderland (which sets the fares charged); adjusting holiday service in concert with the rail operation to meet Christmas and New Year's rider-ship demand; and ensuring adequate bus feeds for the Lakeshore rail service to cope with the crowds generated by the numerous events and attractions of the Exhibition Place and downtown Toronto areas.

Bus Fleet

Fifteen more buses were overhauled during the year under GO's ongoing refurbishing program. The work involves major structural repair to enhance appearance and extend service life, and runs the gamut from engine frame reinforcement and corrosion damage repair to replacing worn flooring and repainting in the current livery scheme.

Retrofitting to improve the reliability of

air-conditioning was implemented in 1985-86, with 22 buses completed by year end. The retrofit consists of installing improved compressors in intercity and transit type buses and is scheduled to continue in 1986-87.

During the year, GO Transit tested several new models from various bus manufacturers to evaluate quality and performance for consideration in future purchases. The present fleet of 184 buses was also extensively examined to develop a procurement program meeting the anticipated needs of the GO Bus operation. The program, in its infancy by year end, would involve not only replacing old buses with new but also maintaining the structural assurance of the existing fleet; the first buses to be bought under the program would be delivered in fiscal 1986-87.

Other developments included the analysis of a six-month testing of micro-processor bus ticket-issuing (BTI) machines as replacements for the obsolete, mechanical fare registers now being used. The BTIs had been installed on 21 buses in the last fiscal year and have proven satisfactory; plans for system-wide outfitting will proceed in 1986-87.

Rolling Stock

Preparations were made for the acquisition of rolling stock to meet the requirements of the GO Train network's expansions, culminating at year end in an \$82.3-million order for 63 new, third-generation bi-level coaches.

A contract for 56 coaches, seven cab cars, and spare parts was signed on March 26 with the Urban Transportation Development Corporation (UTDC), which will assemble the vehicles at its CanCar plant in Thunder Bay. Production is scheduled to start in early 1987, and delivery for October 1987 through September 1988.

Like its predecessors, Bi-level III is a product of Ontario technology, designed expressly for GO Transit. Bi-level I, which made its debut in 1978, and Bi-level II, introduced in 1983, were produced to GO's specifications by Hawker Siddeley Canada at the same Thunder Bay plant, which has since been acquired by the UTDC.

The new bi-level will basically be a further refinement of the original two versions. Most of the almost 100 changes being in-

corporated into the new car are technical improvements based on eight years of experience in the rigors of service. They are designed mainly to reduce maintenance costs and make the cars more reliable; a few are being made for passenger comfort and include improvements in soundproofing, insulation, and draft elimination. Seating capacity remains the same as in the original models: 162 in the coaches, and 160 in the cab car (although Bi-level II cab cars have 161 seats each).

The order will bring the bi-level fleet from the present 151 vehicles (136 coaches and 15 cab cars) to a total of 214 (192 coaches and 22 cab cars). The fleet should then meet the needs of GO's rail service expansions, which, in a change made by the Government this fiscal year, will now be attained by conventional means rather than light rail transit technology. The expansions will upgrade service on the Milton line and extend full service on the Lakeshore from Pickering to Whitby and from Oakville to Burlington.

Specifications were being drawn up for the acquisition of new locomotives as well

to meet these expansion requirements. Eight new units are needed, and eight more to replace the original locomotives that GO had started out with in 1967. Final design and contract specifications were under way at fiscal year end, and a contract for the purchase is expected to be ready for signing by mid-1986. Delivery of the 16 units is expected for June through August 1988.

Backshopping of the 11 GP40-2 locomotives bought in 1974-75 was completed during the fiscal year with the overhaul of the last two units. Cost of the three-year program, which refurbished the locomotives to virtually new condition, was approximately \$4.5 million.

Other retrofitting included the ongoing upgrading of the original 80 Bi-level I cars to Bi-level II standards. Begun in 1984-85, the program entails mechanical and electrical modifications as well as the refurbishing of interiors; 12 cars were done in 1985-86, bringing the total completed to date to 27.

Disposal of the original single-level fleet continued with the sale of 20 1967-vintage cars to the Ontario Northland Trans-

portation Commission. Approved last fiscal year by Cabinet, the sale was finalized in 1985-86 and netted \$2.1 million for GO Transit. The cars are being converted into modern, intercity coaches for the Ontario Northland Railway's Polar Bear Express run.

In the summer of 1985, GO bi-levels were again part of the Quebec scenery with the lease of seven coaches to Le Tortillard du Saint-Laurent for its tourist train along the Saint Lawrence River. GO also continued leasing spare equipment to the railways during off-peak periods to generate extra

revenue. And the fiscal year marked the end of two long-term leases of surplus single-levels: one to the Massachusetts Bay Transportation Authority, the other to the Maryland Department of Transportation on 12 of the 14 cars originally rented.



On order: 63 new bi-level coaches, to be delivered in 1987-88, for GO's train service expansions

Equipment Maintenance

Further improvements totalling \$113,000 were carried out in 1985-86 at Willowbrook Maintenance Depot, GO's train servicing complex on the Lakeshore line in Etobicoke.

The work included installation of a bulk chemicals storage tank for the bi-level washroom waste disposal system, yard lighting improvements outside the diesel shop, and extensive yard and access road repaving to support the expanded facilities put in in the last fiscal year.

More improvements will be needed to accommodate the growth of the bi-level and locomotive fleets for the new rail service expansions, and preliminary discussions were held during the year with CN Rail (which provides GO's train maintenance personnel under contract) to identify specifics. Consultant design work is expected to start in the summer of 1986, and all design and contract preparation is scheduled to be finished by the end of fiscal 1986-87; construction would then begin in the spring of 1987 for completion by mid-1988, in time for the first equipment deliveries and the fall launch of the Pickering-Whitby extension. The

expansion is estimated to cost about \$8.5 million.

Both the rail and bus equipment maintenance functions were computerized during the year, boosting efficiency and, besides other improvements, allowing GO to monitor equipment performance more effectively to minimize failures. Operations have also been streamlined at Steeprock Bus Garage by the expansion which was completed late in 1984-85 and went into full use this fiscal year.

Bus Terminals

Two major bus terminal projects wound up in 1985-86.

Construction of the \$333,000 GO Bus terminal at Scarborough City Centre wrapped up with the opening of a large, heated, 65-passenger shelter in April and a ticket agency and concession area in June. The new terminal had entered service in October 1984 and forms part of the TTC's Scarborough Centre station on the new Scarborough RT rapid transit line; it comprises six bays on the station's lower level for both GO and intercity use, and greatly improves the amenities at that

location for passengers on the Uxbridge and Oshawa-Toronto routes.

The opening of two new escalators in July completed a \$1.2-million expansion of York Region Terminal in north Metro Toronto. The project's first phase in 1984-85 had enlarged passenger waiting space, added public washrooms, improved ventilation, and relocated (and improved) the GO ticket agency to make way for the escalators in the second phase; the escalators, whose upkeep is the responsibility of the TTC, have considerably improved transfer for passengers between the GO terminal and the Finch subway station. The Toronto Transit Commission's share of the cost of the expansion's common facilities totalled \$578,000. The terminal is on Yonge Street in North York and serves the busy Newmarket, North Yonge, and Bayview routes, as well as the TTC and Markham Transit.

Also undertaken were: the addition of public washrooms for \$69,000 on the bus platform level of Yorkdale Bus Terminal; a \$91,000 cost-sharing commitment for the widening of Highway 9 during the year as part of the original Newmarket Bus Terminal construction project; and in-house studies on further remedial

improvements to Hamilton Bus Terminal (works which will be done in phases, starting in 1986-87, as funds become available).

Rail Stations

Parking lot and platform improvements were undertaken at various rail stations during the fiscal year.

Pavement rehabilitation continued, with five more stations completed this year at a total cost of \$201,000. The work involved the repaving of the parking lots at Guildwood, Eglinton, and Rouge Hill stations on the Lakeshore East, as well as Georgetown on the Georgetown line, and the resurfacing of the south train platform at Mimico on the Lakeshore West. Drainage work was entailed in some cases, and Eglinton's repaving included the installing of a test surface using a new method of construction.

The gravel parking lot at Markham station on the Stouffville line was paved in a \$59,000 project that included landscaping improvements; the paving increased capacity by 22 spaces for a new total of 102.

Oakville station on the Lakeshore West underwent a \$316,000 parking lot expansion which increased capacity by 11 per cent from 1,459 to 1,622 spaces. The expansion added 123 spaces to the north lot and 40 to the south for a total gain of 163; the gravel parking area of the south lot, containing 144 spaces, was also paved in the project.

The second phase of a two-year renovation of Exhibition station on the Lakeshore was carried out between September and January for \$228,000. The station, despite not being open year round, accounts for 10 per cent of the Lakeshore line's annual ridership, and years of wear and tear had taken a toll on its facilities. Two new ticket kiosks had been built last fiscal year in the first phase. This year's construction repaved the station's two platforms, installed new platform lighting, and replaced all eight original platform shelters with new structures. The lighting work included rewiring for future upgrading of the public address system, but no more improvements are being contemplated until plans for the domed stadium on the nearby railway lands, and GO's role in serving it, have jelled.

Preliminary study was done during the year on the remedial improvements necessary for pedestrian tunnels and stairways that have been damaged over the years by ground water, frost, and the salt used in snow clearance. Deferred from other years, the repairs will be made on the Lakeshore and Georgetown lines, GO's oldest rail routes; detailed design will be done in the summer of 1986 for repairs the following year, funds permitting, at stations in the greatest need.

Consultant's studies were also undertaken to examine the general condition of various other stations in the system, including those on the Georgetown line and Danforth on the Lakeshore East, and assess the means available for improvements.

Union Station

A \$2.8-million upgrading of Union Station's facilities was completed in the year.

A former intercity platform was converted for GO Transit's use, a refurbishment which included adding stairways and installing an escalator (the station's third)

to improve connection between train and concourse. Built, too, were new pedestrian passageways linking this platform with the concourse's mezzanine.

The new platform went into service in July, giving GO the use now of five adjacent tracks off four platforms, all linked directly to its concourse; GO passengers on the Bradford and Stouffville services no longer have to use the VIA station for access to their trains on a more southerly platform isolated from the rest.

The renovations also included replacing the closed-circuit television system used for monitoring operations at track level with a new one.

During the year, completion of two studies on inter-station and passenger information communications resulted in preparatory work getting under way for two possible projects for Union Station. Design and specifications were prepared for a new platform public address system which would provide clearer sound for announcements and link the GO system to that of CN's train control centre. The other project involved developing a new passenger information system for testing

eventually on one of the platforms: a computer-controlled system, using illuminated signs above the platform, which would be more visible, reliable, and flexible than the existing one.

Other improvements that had been planned have been held in abeyance until the impact of various developments on the station, such as the domed stadium

and the TTC's Harbourfront line, are known. These plans had included a 300-foot easterly extension of Platform 1, an elevated walkway to connect it directly to Front Street, and a second link to the subway inside the concourse. GO will be re-assessing its requirements in the next fiscal year before deciding what works to undertake.

Toronto Transportation Terminal

After 6½ years of construction and a capital investment of \$45 million by the Province, redevelopment of the rail corridor on the western approaches to Union Station neared completion at the end of 1985-86.

A new signal system, the final component in the massive reconstruction project, was installed during the year, and will be tested in the spring and early summer of 1986 in accordance with Canadian Transport Commission procedures. Incorporating the latest microprocessor technology, the new system will provide fail-safe control of all train movements in the corridor, replacing the outdated interlocking system and manual procedures

that have been used for the last six decades. The approach corridor is the junction of CN's Oakville and Weston subdivisions and the CP Galt subdivision, and is heavily travelled by freight, commuter, and intercity passenger trains; it is one of the busiest in Canada.

Testing is set for completion by the end of June 1986, and all train traffic in the corridor will then be governed entirely by signals, eliminating the present delay of having to stop at Bathurst Junction. Final adjustments to new trackage installed earlier in the reconstruction will also be finished by then, leaving only minor clean-up and finishing touches for wrap-up by October 1986.

The redevelopment scheme — known as the Toronto Transportation Terminal project — had its beginnings in 1978, starting with construction of a new GO concourse in Union Station and moving on to extensive reconstruction of the corridor itself. The project was designed to meet the long-range demands on downtown Toronto's rail terminus complex by increasing passenger-handling capacity and by opening up the bottleneck which existed at the western end of the corridor.

Besides the new signal network, the corridor improvements included extensive track and switch work; increasing the number of mainline tracks at Bathurst Junction from two to six; and construction of a flyunder to route Lakeshore GO Trains under other rail traffic, speeding up the approach to Union Station. GO's Bathurst North yard for the layover of trains between rush hours was also built as part of the redevelopment.

The project's final cost, on completion of this fiscal year's work, is \$60 million, including the original \$10 million for the GO concourse and some \$5 million in renovations made since its opening in 1979. These costs have been borne entirely by the Province of Ontario.

Massive Toronto Transportation Terminal redevelopment will be wrapped up by October 1986



Labor Relations

Two new collective bargaining agreements between GO Transit and Local 1587 of the Amalgamated Transit Union were effected during the year.

An agreement covering 1984-85, the second since the unionizing of GO employees, had gone to arbitration previously and was awarded this fiscal year, in October. Both parties resumed bargaining and successfully negotiated a 21-month collective agreement for fiscal 1985-86 and most of 1986-87, expiring in January 1987.

Local 1587 is the exclusive bargaining agent for GO employees, representing all staff except supervisors, foremen, employees above these ranks, and office and technical staff; 465 of the GO work force of 730 employees are members of the union.

Computerization

Keeping pace with technological advancement, GO Transit continued ex-

panding the use of computers to improve daily operations and long-term planning.

Many facets of the operation now employ microcomputers, both stand-alone and networked; they include materials management, purchasing, finance, revenue accounting, operational budgeting, capital project control, word processing, personnel records, ridership and survey data analysis, bus and rail equipment maintenance, and rail operations at Union Station. Other applications being developed for implementation in the near future include central library records, internal audit, security, and bus scheduling, crewing, and data management.

A major advancement was realized in the fiscal year with the relocation of a mini-computer from the disbanded GO-ALRT Program to head office for financial data processing; by bringing this function in-house, instead of relying on service bureaus, GO expects to reduce operating costs by \$50,000 a year over five years. The equipment might be expanded to accommodate the materials management

and payroll systems to provide additional savings.

System Security

The year started with GO Transit taking part in a massive security operation mounted against a terrorist bomb threat to the Metro Toronto transit network; the incident, fortunately, did not materialize.

In May, the thrust turned to enforcement of the Proof Of Payment (POP) honor fare system being introduced experimentally on the Milton rail line. In this connection, GO's security force of transit officers became legally empowered to enforce regulations under the Toronto Area Transit Operating Authority Act, as well as the Trespass to Property Act; the first two court cases involving POP prosecutions were heard toward year end, resulting in convictions and fines.

The vandalism and property damage situation improved this year, resulting in a 9-per-cent decrease in damage costs from last fiscal year's \$173,000 to \$157,000 in 1985-86.

Proof Of Payment

GO's six-month Proof Of Payment experiment began in May 1985 and was later extended to the end of April 1986 for further evaluation.

Known simply by its acronym, the POP honor system made its debut on May 6 on the Milton rail line. If successful, it will eventually be implemented at least throughout the rest of the rail network, streamlining the ticketing method GO Transit has had since its inception in 1967. The POP concept is relatively new to Canada and the United States but proven in Europe, and the GO experiment is the first North American application to encompass variable fares.

Under POP, passengers no longer have to deposit a ticket or show a pass every time they enter or leave the system. They only have to produce proof of fare payment when asked to by GO security personnel in random checks of the paid areas and aboard the trains. With this otherwise unrestricted access, passenger flow through stations is thus greatly improved, and line-ups all but eliminated; POP also allows the opening up of extra entrances and exits economically, since ticket

scrutiny at every point is no longer necessary.

Other advantages of the POP system include savings in the cost of ticketing, as some POP tickets are printed on cash register type tape; as well, POP's micro-processor ticket issuing and cancelling equipment provides statistical information for operational planning and revenue control.

Passenger acceptance of the trial system has been favorable, according to a survey conducted in July. However, in the debugging process GO encountered a few problems involving equipment, maintenance, and ticket stock, and decided to extend the experiment so it can assess the situation further.



Non-Fare Revenue

Revenue from sources other than passenger fares decreased slightly from last year, partly because two long-term leases of rolling stock to other transit properties ended during the year.

Non-fare or sundry revenue in 1985-86 totalled \$5.5 million, consisting of: \$2.154 million from the sale of assets; \$1.261 million from renting out equipment; \$583,000 through commercial space leasing; \$525,000 in ticket sales commissions; \$325,000 from the sale of advertising space on the system; \$309,000 in interest income; and \$362,000 from miscellaneous sources. Sundry revenue in the previous two fiscal years had amounted to \$5.2 million and \$3.4 million.

Advertising revenue increased by 25 per cent over last year's \$259,000, and commercial space rentals by 7 per cent from \$546,000, as GO continued to maximize these revenue-generating potentials. Studies were also under way by year end to determine the immediate and future potential of GO stations and terminals for the joint commercial-residential development of aerial and underground rights to produce even more revenue.

Fare Increase

Fares rose by an average 3.8 per cent on July 1 in the continuing effort to meet the cost-recovery target set by the Government.

The two-part formula for calculating all single-ride fares increased from a fixed base charge of 42 cents plus a distance charge of 6 cents a kilometre to 44 cents plus 6.3 cents. No changes, however,

were made to the discounting formulae for 10-ticket books, 10-ride POP tickets, monthly passes, group passes, or student rates. Unchanged, too, was the downtown bus surcharge of 60 cents. The minimum rail fare was held at \$1.50, while the bus minimum was increased by 5 cents to bring it in line with that for rail.

Since all fares are rounded off when computed, actual single-ride increases

ranged up to 5 per cent, with the average being 3.8 per cent.

The fare increase helped GO achieve its best cost-recovery performance in recent years. A cost-recovery target of 65 per cent had been set in 1977 by Cabinet, requiring GO to review and adjust its fares annually to recover increasingly greater proportions of its operating costs through revenue until this goal is met. The rate attained for fiscal 1985-86 was 61.2 per cent, compared to 60.4, 58.3, and 53.8 per cent in the preceding three years.

GO Train Service Expansion Program

A major change of tack came about this year with the abandonment of light rail technology in favor of conventional means for the expansion of GO's rail network.

A Government review of the GO-ALRT (Advanced Light Rail Transit) system under development since late 1982 resulted in the decision in June 1985 to

extend service using conventional trains instead. This was confirmed in October by the new Government, which noted that it would be fiscally irresponsible to proceed with a project that, while it had its merits, would not meet urgent, short-term needs; the total GO-ALRT system would have to be completed before any real benefits could be realized, whereas conventional means provides the flexibility to

expand in increments to meet demand immediately — as well as in the long run. Pressing ahead with conventional, bi-level train service was the only practical approach to meeting the greater Toronto area's pressing needs for interregional transit.

The change was also prompted by proposed national rail legislation which would make it more economical to develop and operate commuter train services, and which would improve GO's

ability to negotiate equitably with the railways, on whose rights-of-way GO Train service runs.

The October announcement set revised target dates for the expansion, including an earlier start-up date for the Lakeshore East extension than under GO-ALRT. The new program will extend full service on the Lakeshore East from Pickering to Whitby in 1988, a full year ahead of the original ALRT timetable, on trackbed already partly graded for the light rail project; phase service up to full schedules between Oakville and Burlington on the Lakeshore West by the early 1990s; and add two round trips to the present three on the Milton weekday line in late 1988. Studies will also continue on determining the best means of accomplishing expansion of service further east to Oshawa and west to Hamilton.

The Province has allocated \$284 million (in 1984 dollars) in capital funds for the project, including the acquisition of rolling stock and the expansion of equipment maintenance facilities.

The following summarizes progress to date on each facet of the new program:

■ **Pickering to Whitby section:** Approximately 15 kilometres in length, this section is scheduled to enter revenue service in late 1988. The six contracts previously awarded for GO-ALRT grading and bridge work were basically complete by year end; design under the new program was finished for the remaining work, and four major contracts will be awarded early in fiscal 1986-87 to complete the trackbed and structures phase. Design has also been completed for trackwork and track components, including rail, concrete ties, and fasteners, for procurement early next fiscal year. Design of the Whitby station was well advanced, and when completed in June 1986 will establish the standards for the Ajax and Pickering stations. The environmental status statement prepared originally for GO-ALRT was being updated to reflect the criteria of the new program.

■ **Oakville to Burlington section:** A limited amount of construction had been undertaken under the GO-ALRT Program on this 15 km stretch; work on a new grade separation at the Third Line crossing in Oakville will be completed in July 1986. A study by CN Rail was under way to identify the extent and cost of right-of-way improvements necessary for full service to Burlington; this study will be completed early next fiscal year. Full service into Burlington is expected to start in the early 1990s.

■ **Milton line service upgrading:** A joint CP Rail-GO Transit committee has been formed to co-ordinate this phase of the expansion program. An environmental study report will be prepared and finished early in the 1986-87 fiscal year. Upgraded service will commence in late 1988.

■ **Equipment procurement and maintenance:** See the Rolling Stock and Equipment Maintenance sections of this report.

Future Service

Studies examining the feasibility of increasing the level of Georgetown and Richmond Hill rail service progressed during the year. Initial study on the expansion of Milton line service was completed, leading to the Government's decision to extend frequency from three to five weekday round trips as part of the revised rail network expansion program; the increase is expected to meet the immediate peak-period needs of this populous corridor through Halton and Peel Regions.

Working with other Provincial ministries and agencies, GO Transit redrafted its four class environmental assessment documents, replacing them with a single, clearer, and more concise version. The environmental assessment process provides the opportunity for various levels of government, as well as the public and special interest groups, to review and comment on GO's studies and proposals

for the development or expansion of services and facilities. The new document, which has been submitted to the Minister of the Environment for approval, eliminates the original documents' shortcomings and reinforces GO Transit's commitment to ensuring that the impact of its projects on the natural or social environments is minimal.

During fiscal 1985-86, GO took greater initiative in the planning of services to meet the growing demand for inter-regional transit in its area of jurisdiction. With the assistance of municipal planning bodies, GO began reviewing local development proposals to anticipate better the need for modifying existing services; the Ministry of Transportation

and Communications was also requested to provide direction in identifying inter-regional transportation corridors in which new GO services might be required. These actions, in conjunction with the continuing evolution of service standards and policies, will put GO in an improved position to react to the ever-increasing demands for GO Transit service in a cost-efficient and timely manner.



A.F. LEACH
Managing Director
and Secretary

Auditor's Report

To the Members of the Toronto Area
Transit Operating Authority,
the Minister of Transportation
and Communications, and the
Provincial Auditor:

We have examined the balance sheet of the Toronto Area Transit Operating Authority as at March 31, 1986 and the statements of equity, operations and changes in financial position for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as we considered necessary in the circumstances.

In our opinion, these financial statements present fairly the financial position of the Authority as at March 31, 1986 and the results of its operations and the changes in its financial position for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Peat, Marwick, Mitchell & Co.

Toronto, Canada
May 23, 1986

Peat, Marwick, Mitchell & Co.
Chartered Accountants

TORONTO AREA TRANSIT OPERATING AUTHORITY
(Incorporated without share capital under the
Toronto Area Transit Operating Authority Act)

BALANCE SHEET AS AT MARCH 31, 1986

(With comparative figures for 1985)
(In thousands of dollars)

Assets

	1986	1985
Current		
Cash	\$ 1,143	\$ 136
Accounts receivable	1,933	3,010
Deposit with C.N.R.	10,200	9,000
Due from the Province of Ontario	20,152	13,271
Spare parts and supplies	1,209	1,275
Prepaid expenses	380	295
	<u>35,017</u>	<u>26,987</u>
Fixed		
Land	24,910	24,850
Buildings and equipment (Note 2)	161,123	166,198
Leasehold improvements, net of accumulated amortization of \$327 (1985 - \$250)	1,340	1,243
Improvements to railway right of way and railway plant, net of accumulated amortization of \$30,231 (1985 - \$24,694)	90,431	81,915
Construction in progress Toronto Transportation Terminal Project (Note 6)	30,489	21,902
Other	11,831	17,256
	<u>320,124</u>	<u>313,364</u>
	<u>\$355,141</u>	<u>\$340,351</u>

Liabilities

	1986	1985
Current		
Accounts payable and accrued liabilities	\$ 32,148	\$ 26,679
Unearned revenue in respect of tickets sold and not used	784	155
	<u>32,932</u>	<u>26,834</u>

Equity

Province of Ontario	<u>322,209</u>	<u>313,517</u>
	<u>\$355,141</u>	<u>\$340,351</u>

Commitments (Note 6)

On behalf of the Members

L.H. Pearson

Chairman

J. H. ...

Member

See accompanying notes to financial statements.

STATEMENT OF EQUITY

FOR THE YEAR ENDED MARCH 31, 1986

(With comparative figures for 1985)

(In thousands of dollars)

	1986	1985
Equity at beginning of year	\$313,517	\$310,046
Capital contribution from the Province of Ontario	25,350	20,370
B.I.L.D. contributions from the Province of Ontario		165
Other M.T.C. contributions from the Province of Ontario	681	
	339,548	330,581
Amortization of capital contributions	(17,339)	(17,064)
Equity at end of year	<u>\$322,209</u>	<u>\$313,517</u>

STATEMENT OF OPERATIONS

FOR THE YEAR ENDED MARCH 31, 1986

(With comparative figures for 1985)

(In thousands of dollars)

	1986	1985
Revenue		
Commuter services	\$ 51,647	\$ 49,607
Sundry revenue (Note 4)	5,519	5,210
	<u>57,166</u>	<u>54,817</u>
Expenses (Note 5)		
Train and bus operations	74,266	74,030
Terminals and plant	31,300	29,003
General and administration	15,637	15,524
	<u>121,203</u>	<u>118,557</u>
Loss from operations	64,037	63,740
Operating subsidy from the Province of Ontario including amortization of capital contributions of \$17,339 (1985 - \$17,064)	64,037	63,740
Net income for the year	<u>\$ —</u>	<u>\$ —</u>

See accompanying notes to financial statements.

STATEMENT OF CHANGES IN FINANCIAL POSITION

FOR THE YEAR ENDED MARCH 31, 1986

(With comparative figures for 1985)

(In thousands of dollars)

	1986	1985
Cash from (used in) operations		
Revenue	\$ 57,166	\$ 54,817
Expenses	(121,203)	(118,557)
Adjustments for non-cash items:		
Depreciation and amortization	17,339	17,064
Gain on sale of fixed assets	(2,154)	94
	(48,852)	(46,582)
Net change in non-cash working capital balances	(925)	(138)
	(49,777)	(46,720)
Cash from (used in) investment		
Fixed asset additions	(26,031)	(20,535)
Fixed asset disposals	4,086	123
	(21,945)	(20,412)
Cash from financing		
Province of Ontario		
Operating subsidy	46,698	46,676
Capital contributions	26,031	20,535
	72,729	67,211
Net increase in cash	1,007	79
Cash, beginning of year	136	57
Cash, end of year	\$ 1,143	\$ 136

See accompanying notes to financial statements.

NOTES TO FINANCIAL STATEMENTS

FOR THE YEAR ENDED MARCH 31, 1986

(With comparative figures for 1985)

(In thousands of dollars)

1. Summary of significant accounting policies

a. General

These financial statements are prepared by management in accordance with accounting principles generally accepted in Canada.

b. Spare parts and supplies

Spare parts and supplies are valued at the lower of cost and replacement cost.

c. Fixed assets

Fixed assets are valued at cost.

The Authority provides for the depreciation and amortization of the various classes of assets over their estimated useful lives on a straight line basis. Depreciation for locomotives and auxiliary power control units is calculated using a straight line rate applied to cost plus an estimation of future overhaul costs.

Buildings and equipment

Shelters and ticket booths	5 years
Other buildings	20 years
Locomotives and auxiliary power control units	25 years
Other railway rolling stock	25 years
Buses	12 years
Parking lots	20 years
Sundry — Furniture and fixtures	12 years
— Other	3-5 years

Improvements to railway right of way and railway plant

Leasehold improvements 20 years

d. Commuter services revenue

Revenue is recognized when the transportation service is provided. Unearned amounts are reflected in the balance sheet as current liabilities.

e. Subsidies

Operating subsidies paid by the Province of Ontario are treated as reductions of operating losses. Capital contributions from the Province of Ontario are included in equity and are amortized to income over the useful lives of the related assets.

2. Buildings and equipment

	1986		1985	
	Cost	Accumulated depreciation	Net book value	Net book value
Buildings	\$ 31,075	\$10,303	\$ 20,772	\$ 20,665
Locomotives and auxiliary power control units	30,930	13,531	17,399	15,347
Other railway rolling stock	143,139	34,509	108,630	116,389
Buses	19,377	12,376	7,001	7,162
Parking lots	7,372	2,280	5,092	4,417
Sundry	5,067	2,838	2,229	2,218
	<u>\$236,960</u>	<u>\$75,837</u>	<u>\$161,123</u>	<u>\$166,198</u>

3. Operating agreements

Substantially all of the services provided by the Authority are operated by outside parties using vehicles and rolling stock owned by the Authority. Charges from the parties in respect of the operating agreements are recorded on an incurred and estimated basis. These services are governed by the following agreements.

Canadian National Railways June 1, 1977 to May 31, 1987

Gray Coach Lines To December 31, 1986

Canadian Pacific Limited October 26, 1981 to October 25, 1991

Services are also provided by Charterways Transportation Limited. The agreement with Charterways Transportation Limited expired December 31, 1985. A new agreement is presently under negotiation.

4. Sundry revenue

The details of sundry revenue are as follows:

	1986	1985
Interest income	\$ 309	\$ 321
Rentals — rolling stock	1,261	2,855
Rentals — space	583	546
Advertising revenue	325	259
Commissions — ticket sales	525	469
Sale of assets	2,154	(91)
Other	362	851
	<u>\$ 5,519</u>	<u>\$ 5,210</u>

5. Expenses

Further details of expenses are as follows:

	1986	1985
Salaries, wages and fringe benefits	\$ 21,168	\$ 17,041
Payments to outside parties for operation of services	42,549	47,739
Fuel and oil	8,971	7,817
Other expenses	20,668	18,206
	<u>93,356</u>	<u>90,803</u>
Leases, rentals and user charges	10,508	10,690
Depreciation and amortization	17,339	17,064
Total expenses	<u>\$121,203</u>	<u>\$118,557</u>

Of the total expenses above, \$93,356 (1985 - \$90,803) is recognized as recoverable, in part, from passengers and other sources of revenue. The target amount to be ultimately recovered has been established by the Authority at 65% of the recoverable expenses. In 1986, total revenue amounted to \$57,166 (1985 - \$54,817) and represents a recovery of 61.2% (1985 - 60.4%) of the recoverable expenses.

6. Commitments

a. Purchase of bi-level commuter rail cars

Subsequent to year end the Authority will have transferred to it the following assets from the discontinued GO-ALRT project:

— Deposit on contract with the Urban Transportation Development Corporation Ltd. for the purchase of 63 bi-level commuter rail cars	\$ 8,234
— Completed construction useful to the heavy rail expansion program, at cost	5,829
Total:	<u>\$14,063</u>

The balance of the purchase price for the bi-level commuter coaches of \$74,102 will be paid out over the period to September, 1988 as the Authority takes delivery of the coaches.

b. Toronto Transportation Terminal Project

The Toronto Transportation Terminal Project initially involved the Province of Ontario, the Authority, the Government of Canada, the Canadian National Railway Company, Canadian Pacific Limited and the Toronto Terminals Railway Company. As the parties could not reach agreement on a satisfactory cost sharing arrangement for the capital costs of the project, work is proceeding at the Authority's expense on a modified program which provides only for the immediate needs of the Authority's services.

c. Leases

Minimum operating lease payments in each of the next five years and in aggregate are as follows:

1986-1987	\$ 1,922
1987-1988	1,495
1988-1989	1,259
1989-1990	1,217
1990-1991	1,195
Thereafter	6,840
	<u>\$13,928</u>

In addition to the commitments above the Authority has entered an agreement to lease land which expires in 2079. The annual rental under this lease is \$120.

7. Pensions

The Authority provides pension benefits for its employees through participation in the Public Service Superannuation Fund established by the Province of Ontario. The Province is amortizing the unfunded liability of the plan through a series of annual payments and has charged the Authority for its share of such payments for the year.

8. Comparative figures

Certain of the comparative figures have been reclassified to conform to the presentation adopted in the current year.

Objectives

GO Transit (the Toronto Area Transit Operating Authority) is an Agency of the Crown established to:

Design and operate interregional transit for people whose travel takes them through more than one regional municipality;

And encourage convenient and efficient meshing of the transit systems operating in the Toronto-centred area and interfacing with the GO Transit system.

Area of Jurisdiction

GO Transit is a voluntary association, empowered by legislation, of the Regional Municipalities of Peel, York, Durham, Halton, and Hamilton-Wentworth, the Municipality of Metropolitan Toronto, and the Province of Ontario.

Membership

The Board is composed of seven Members: the Chairman, appointed by the Lieutenant Governor in Council, and the Chairmen of the Councils of Peel, York, Durham, Halton, Hamilton-Wentworth, and Metropolitan Toronto.

Members

L.H. PARSONS
Chairman

G.H. HERREMA
Vice-Chairman of the Board
Chairman, Council of
The Regional Municipality of Durham

R.F. BEAN
Chairman, Council of
The Regional Municipality of Peel

C.D. FLYNN
Chairman, Council of
The Municipality of Metropolitan Toronto

E.R. KING
Chairman, Council of
The Regional Municipality of York

P.D. POMEROY
Chairman, Council of
The Regional Municipality of Halton

W.L. SEARS
Chairman, Council of
The Regional Municipality of
Hamilton-Wentworth

Minister

The Honourable ED FULTON
Minister of Transportation and
Communications

Officers

A.F. LEACH
Managing Director
Secretary to the Board

A.M. ROBINSON
Director, Finance
Treasurer to the Board

J.A. BROWN
Executive Director, Operations

H.W. CLELLAND
Executive Director, Engineering,
Development and Plant

D.A. SUTHERLAND
Executive Director, Finance and
Administration

W.M. BURNS
Director, Transportation

J.M. BURWELL
Director, Administration

R.J. DESJARDINS
Director, Personnel, Audit and Security

R.C. DUCHARME
Director, Engineering and Development

R.H. JOHNS
Director, Equipment

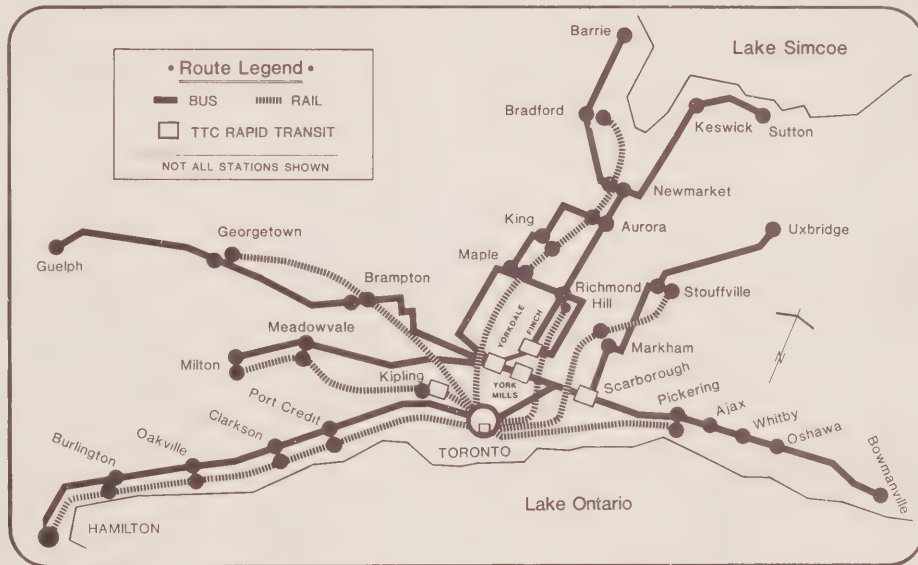
N.W. KUSTER
Director, Equipment Engineering

C.S. STRADLING
Director, Plant Maintenance

GO Transit

555 Wilson Avenue
Downsview, Ontario
Canada M3H 5Y6

Telephone: (416) 630-5220
Telecopier: (416) 630-2083
Telex: 06-217508



The GO Train and
GO Bus network at
March 31, 1986





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HCB

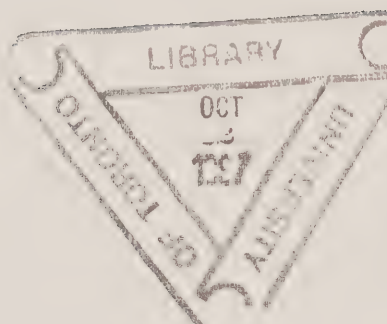


Annual Report

For the year ended March 31, 1987



Toronto Area Transit Operating Authority





GO TRANSIT

555 Wilson Avenue, Downsview, Ontario, Canada M3H 5Y8
(416) 630-5220 Telex 06-217508 Fax (416) 630-2083

10 July 1987

The Honourable Ed Fulton
Minister of Transportation
and Communications
Ferguson Block
Queen's Park
Toronto, Ontario
M7A 1Z8

Dear Mr. Minister:

It is my honour, on behalf of the Members of the Board, to present the 1986-87 annual report of the Toronto Area Transit Operating Authority.

It is also my pleasure to extend our thanks to you and your staff at the Ministry of Transportation and Communications for your continuing co-operation and assistance, a special relationship which we at GO Transit hope will continue to grow.

Respectfully submitted,

Louis H. Parsons
Chairman



Office of the
Minister

Ministry of
Transportation and
Communications

Ferguson Block
Queen's Park
Toronto, Ontario
M7A 1Z8
416/965-2101

13 July 1987

The Honourable Lincoln M. Alexander
Lieutenant Governor of Ontario
Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A1

May It Please Your Honour:

I have the privilege of presenting for the information of Your Honour and the Legislative Assembly the report of the activities of the Toronto Area Transit Operating Authority for the year ended 31 March 1987.

Respectfully submitted,

Ed Fulton
Minister

A Year of Progress

The fiscal year was one of progress, in which substantial ridership gains were made, and service was greatly improved in the first stage of the Lakeshore train service's expansion.

Weekday morning service was increased substantially in October on the Lakeshore West with the addition of a Hamilton-Toronto round trip and two more short-turn trains originating at Port Credit. The first step in GO Transit's plan to bring full service to Burlington by the early 1990s, this increase brought immediate relief to rush hour overcrowding, and also proved immediately popular, boosting ridership considerably on the Lakeshore for the year. By year end, the Lakeshore line had carried 663,000 more passengers than last fiscal year, an increase of 5.8 per cent – and nearly double the increase in carryings of the year before; the line will no doubt continue to undergo significant ridership growth in the years to come when GO Train service becomes operational on the extensions to Whitby and Burlington.

The rest of the system did not pale in comparison, either. GO Train ridership rose overall by 5.4 per cent, compared with 4 per cent the year before, and GO Bus carryings maintained a healthy 2.2 per cent increase. All the other five rail corridors, while their carryings were not as dramatic as the Lakeshore's in terms of sheer numbers, still

posted significant ridership increases, ranging from the Milton line's 1 per cent to more than 9 per cent for the Stouffville service and over 10 for Bradford. All bus corridors except one registered increases too, with several substantial individual route increases such as the CityLink service's 5.7 per cent.

These increases, I am sure, reflect the confidence GO's passengers have in the system and its ability to provide the best service economically possible; GO Transit will continue its efforts in this regard, improving inter-regional transit wherever feasible to meet the growing needs of the Greater Toronto Area.

Toward this end, GO participated in some important developments during the year that could have major impacts on the way public transit is provided in this area in the future. It took part in the Transportation Planning Forum convened by the Minister of Transportation and Communications, a think tank to generate ideas and information to give the Government a sound base for its future transportation investment strategy. GO was involved in the Transportation Tomorrow survey, a major study of the travel habits of the area's residents, and the first undertaking of this scope in two decades, since the far-reaching study that set up GO Transit in the late 1960s. And GO provided input to the Province's Transit Advisory Group established to probe the future of interregional transit in the

GO service area – a study that is expected to have major implications for transit in the Greater Toronto Area.

Progress was also made during 1986-87 in the train service expansion program, GO's biggest expansion since it launched bus service in 1970. Details are provided inside this report, and I would like to note that all work is on schedule, progressing towards the late 1988 target date for the opening of the Pickering to Whitby Lakeshore extension and the upgraded Milton service.

I am proud of the accomplishments of the year, and confident that GO will keep rising to the challenges presented it. I would like to thank all who played a part for their contribution to this effort – staff, Board Members, contract operators – and look forward to working with everyone again in 1987-88. The next fiscal year will be an important one for GO Transit, which will be celebrating its 20th birthday in May 1987, and I am sure that the spirit, the verve of the last 20 years will carry on into the next two decades – and beyond.



L. H. PARSONS
Chairman

Ridership

Steady ridership gains were made for another fiscal year, including a substantial increase on the Lakeshore trains.

Combined system carryings, bus and rail, totalled nearly 27 million passenger trips in 1986-87, just over a million more than in the previous fiscal year. GO Trains carried 16.1 million and GO Buses 10.8 million passengers, for a total of 26.9 million; in com-

parison, system ridership in 1985-86 was 25.9 million (15.3 million on the trains and 10.6 on the buses), and in 1984-85 had been 25 million (rail, 14.7, and bus, 10.3 million).

The rate of growth – the percentage increase in carryings from one fiscal year to the next – was once again healthy. The additional million-plus trips system-wide was a gain of 4.1 per cent, compared with the 3.3 per cent

increase from 1984-85 to 1985-86. Rail ridership was up by 5.4 per cent, compared to 4 per cent from 1984-85 to 1985-86, whereas bus ridership held steady at 2.2 per cent, compared to the previous 2.3 per cent increase.

Again, all six rail corridors posted increases for the year, with growth rates ranging from 1.1 per cent for the Milton trains to 9.5 and 10.5 per cent respectively for the Stouffville and Bradford services. The Lakeshore line, however, outstripped the others in sheer numbers: carryings rose by 663,000 trips over last fiscal year, an increase of 5.8 per cent (and almost double the 363,000 additional trips carried in 1985-86 over 1984-85). The most heavily used of the six routes, and the only full-service one, the Lakeshore will undoubtedly continue to experience significant increases in the years to come with the opening of the extensions eastward from Pickering and west from Oakville; 1986-87's gain, in fact, was partly the result of October 1986's increase in service between Hamilton and Toronto, the first phase of the Lakeshore West's expansion.

For the other five lines, the increases in carryings, 1986-87 over 1985-86, were: 59,000 additional trips on the Georgetown service;



◀ GO Train at Sunnyside,
near downtown Toronto

41,000 on Richmond Hill; 26,000, Stouffville; 22,000, Bradford; and 15,000, Milton.

On the bus system, all corridors except Milton posted increases, with some routes in these corridors faring better than others. Growth rates, while not as dramatic as last year's, were still considerable: the Hamilton QEW CityLink service's carryings rose by 5.7 per cent over 1985-86; the Finch subway-Richmond Hill exact-cash service by 5.5 per cent; the Oshawa Highway 2 service, 5.1 per cent; and the Markham/Uxbridge service, 3.5 per cent.

Marginal growth occurred on the Bramalea/Brampton, Finch-Newmarket ticketed, and Bowmanville routes. The Pickering train meet, Meadowvale/Milton, and Brampton/Guelph services experienced slight decreases. And, as expected, the Oakville train meet service declined in ridership after the train service improvements of October on the Lakeshore West, while the Hamilton Lakeshore service continued its decline of recent years – partly because of the increased use of the GO Train, partly because of improvements in municipal transit service along the corridor.

Average weekday ridership at year end stood at 96,200 passenger trips system-wide, up from 91,800 last year and 89,000 the year before that. Of the 96,200, 60,100 trips were on the trains (up from 1985-86's 56,800) and 36,100 on the buses (up too from 35,000). Average weekday ridership peaked as usual in August and went over 100,000 trips for the

first time: 102,650, of which 65,550 were carried on the trains and 37,100 on the buses (including 3,000 on the Canada's Wonderland summer contract service).

GO's fare integration program remained popular, with the number of passengers taking advantage of it slightly higher than last year's, at some 7,700 trips a day at fiscal year end. First tried out in 1979 and adopted permanently in 1981, the program integrates GO's fares with those of participating municipal transit systems to offer free or discounted transfer between the local transit bus

Special Events Service

Demand for service for special events and attractions remained strong.

GO Transit again operated regular and special service, bus and rail, for a variety of attractions, including Blue Jay and Argonaut home games, the Canadian Open golf championship, Canada's Wonderland, Ontario Place, the Canadian National Exhibition, and numerous shows and events through the year at Exhibition Place, Metro Convention Centre in downtown Toronto, and the International Centre in Mississauga. Exhibition Place events being perennially popular, 9.1 per cent of the Lakeshore rail line's total patronage in 1986-87 went through Exhibition GO station: 1,112,000 out of 12,174,000 trips (including those during the three-week Canadian National Exhibition in August-September). Recognizing the importance of

and the GO Train; its cost is shared with the participating municipality, GO's subsidy being 75 per cent of the local transit fare that would have been collected without fare integration. Intended to be an attractive alternative to driving and parking, and as an incentive for people to take public transit all the way to their destination, fare integration is in place in Brampton-Bramalea, Oakville, Burlington, Mississauga, and Pickering; at year end Ajax and Whitby Transit had expressed interest in joining the program when the Lakeshore East GO Train extension opens in 1988.

providing such service, and of the potential of such attractions for generating extra revenue, GO continued promoting its off-peak service to the public as a convenient, comfortable, and economical alternative to driving by car.

The fiscal year's highlights were:

- Baseball and football season ridership, which reversed the pattern of last year. Ridership for Argonaut home games, after slumping last season, jumped by nearly 20 per cent from 32,000 rides in 1985 to 38,280 in 1986; the Argos' attendance itself dropped slightly from last year, but GO's Exhibition station ridership as a percentage of attendance was still a respectable 7.1 per cent. Extra home-bound trains operated as needed during the season. Baseball ridership, meanwhile, after last season's playoffs boost, fell by 12 per

cent from 409,000 rides in 1985 to 359,000 in 1986 – home game attendance was lower than average, two games were rained out, and the Blue Jays played four fewer games this season than last; still, GO's share of the gate was 9.3 per cent, up from last season's 8.6 per cent. Extra trains waiting at Exhibition station to take fans home ran for the third straight season, after every evening and weekend game.

■ Exhibition station ridership during the CNE, which dropped slightly from 1985. GO Trains handled nearly 517,300 trips through the station during the 1986 Canadian National Exhibition, a decrease of 1.2 per cent from 1985's carryings of 523,400. Rainy weather for much of the 20-day run dampened attendance (the CNE's dropped by over 143,000, or 6 per cent, from the year before), but GO still set a one-day CNE ridership record on Sunday, August 31, with 63,566 trips, surpassing the old high of 56,641 set on the same date in 1985. GO's share of the gate also increased from 1985's 11.4 per cent to 12 per cent in 1986.

■ Canada's Wonderland ridership, which was slightly lower than in 1985. The express bus service which GO operates under contract to Canada's Wonderland carried 347,000 passengers in the 1986 season, compared to the record 348,000 the year before; the service, which shuttles between the park and York Mills and Yorkdale subways, was in its sixth successive season in 1986.

Rail Service

Responding to commuter demand, GO Transit improved rail service substantially on the Lakeshore West in October, the first step in its plan to bring full service to Burlington by the early 1990s.



Speedier weekday morning service with less crowding was provided with the addition on October 27 of a Hamilton-Toronto round trip and two short-turn trains originating at Port Credit. The new Hamilton-Toronto train, running express from Clarkson to Union Station in the morning, gives Hamilton, Burlington, and Oakville West passengers the choice of three departures into Toronto each morning and three return at night; the revamping also gives Oakville and Clarkson commuters four trains express from Clarkson to Union in the morning, instead of the two from Oakville and one from Clarkson before the change. The two new "Port Credit turns" give Long Branch and Port Credit commuters three trains originating empty at Port Credit each morning rush hour.

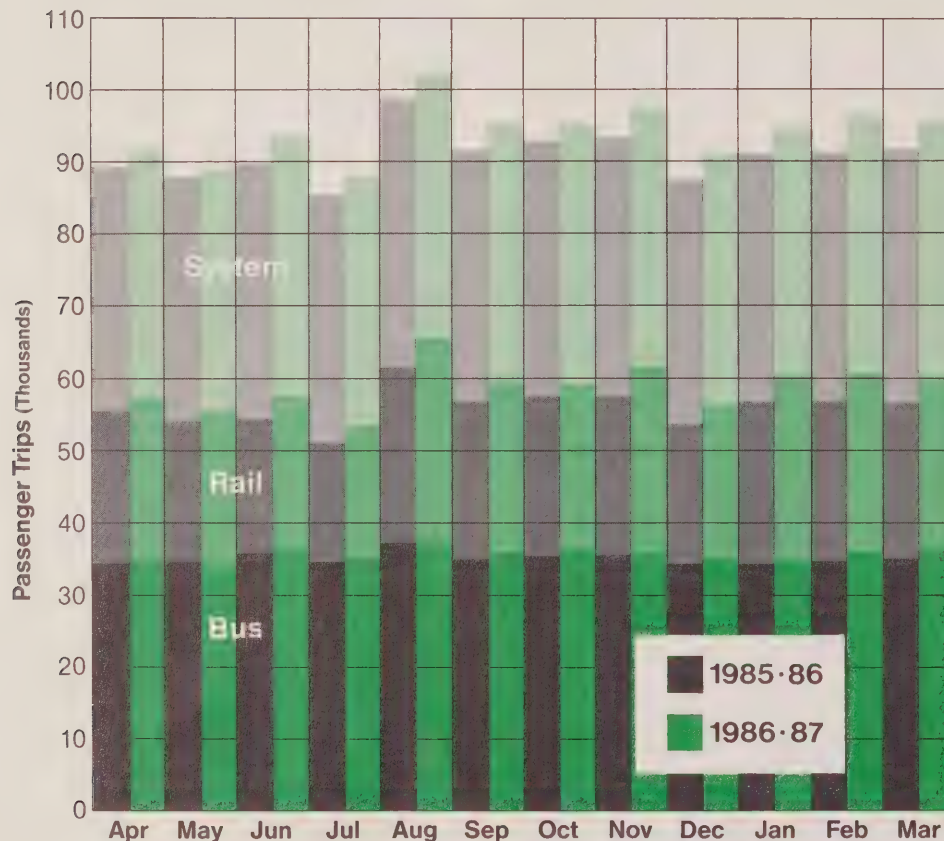
The afternoon schedule remains unchanged except for the return leg of the new Hamilton round trip.

GO Train service was also adjusted throughout the year in conjunction with GO Bus service for special events, sporting, musical, and cultural, at Exhibition Place and in downtown Toronto; and service was again adjusted over Christmas and New Year's to meet holiday demand.

During the summer of 1986, major track rehabilitation continued along the entire

◀ Off-peak crowds at Exhibition station

Average Weekday Ridership



Lakeshore line – the third of four such summers of work by CN Rail. Although not often required, an extra trainset in the off-peak kept service delays to a minimum, as in the summer before.

From April to August, 75 kilometres of new, continuous welded rail was installed and 47 switches replaced on the Lakeshore East between Cherry Street, just east of Union Station, and Pickering; ties and ballast were replaced between Clarkson and Burlington on the Lakeshore West; and station track was rehabilitated at Long Branch, Port Credit, and Clarkson. Ties and ballast work and station track renewal will be completed in 1987 between Clarkson and Exhibition, and the existing welded rail on the Lakeshore West replaced.

Renewal of ties and ballast was carried out on the other CN-operated GO routes as well. GO's share of CN's \$20-million 1986 program (which included the Lakeshore work) was \$12.4 million; the 1987 work season is expected to cost \$18 million, with GO's portion budgeted at \$6 million. (Cost-sharing is based on the gross ton miles of the users, GO, CN, and VIA Rail.)

CN and GO also continued their joint program of installing switch heaters at key points to improve winter performance. Thirteen were installed for \$200,000 in the western approaches to Union Station and proved very effective in the winter of 1986-87, keeping switches clear and train delays to the minimum in and out of Union and GO's

Bathurst North off-peak storage yard just west of the station; track clearance crew hours were also reduced significantly, and more heaters may be installed in this approach corridor in the next fiscal year. New units will also be installed at Oakville to ease train movements at that busy station.

On the Milton line, GO wound up its Proof of Payment honor fare experiment and decided to extend the POP system to the rest of the GO Train network (see *Proof of Payment* for details).

Bus Service

The multi-year assumption of driver services from contract operators continued with the take-over of the Milton corridor from Gray Coach Lines on June 25.

Seven drivers, most of whom transferred over from Gray Coach or the Toronto Transit Commission, came under GO's employ in this phase, which increased the proportion of the bus system operated directly by GO to over 40 per cent. The phasing-out of contracted service will continue corridor by corridor as scheduled over the next three fiscal years, with assumption of the Georgetown corridor in September 1987, Hamilton in 1988, and Oshawa in 1989; Gray Coach now operates these corridors for GO, except for

the Oshawa-Bowmanville route, which Charterways runs.

The transition from driver and support services supplied under contract by outside agencies to direct operation by GO Transit had begun in January 1984 with the take-over of the Uxbridge corridor and the Newmarket corridor's Bayview service from Travelways. The rest of the Newmarket corridor – the system's busiest – transferred from Gray Coach in April 1985, increasing fivefold the number of drivers that GO employed; the change-over from Gray Coach operation had actually started a few months earlier, in January, when GO assumed central radio dispatch for the entire bus network.

Changing over to direct operation – which includes all planning and administration as well as the actual driving – has, as predicted, eliminated administrative duplications and allowed considerable financial savings for GO, which believes that only through direct operation can it, in the best interests of the public, exercise proper control over the running of its bus services.

During the fiscal year, operational efficiency was also improved with the installation of a microcomputer scheduling and information system for scheduling and crewing and the automated production of driver schedules; the second phase of this computerization of the bus operation – dispatching and

timekeeping – will be introduced by late 1987.

Service revisions were made as usual in April and October, including adjustments between Oakville and Hamilton in conjunction with October's expansion of GO Train service on the Lakeshore West. Late-evening and Sunday-and-holiday service was increased between York Mills and Brampton as well, and Uxbridge-Scarborough service was adjusted in response to new Markham Transit service; other minor adjustments were made as required through the year. GO Transit again provided express service between York Mills/Yorkdale and Canada's Wonderland (the sixth such season under contract to the park), and operated an experimental, limited service for park employees to and from Richmond Hill. Other special services during the year included holiday service over Christmas and New Year's, service between Yorkdale and Oakville for the Canadian Open golf championship in July, and special service for Bramalea/Brampton/Georgetown during the Canadian National Exhibition.

Another highlight of the year was the GO Bus roadeo in May, the third annual. Twenty-three drivers entered the competition, a test of driver skill and professionalism, and the winner represented GO at the Canadian Urban Transit Association's national championship in Vancouver at Expo 86.

Statistics

Corridor	Passengers Carried (Thousands)		Route Kilometres Operated (At year end)		Kilometres Operated (Thousands)	
	1986-87	1985-86	1986-87	1985-86	1986-87	1985-86
Rail						
Lakeshore	12,174	11,511	97	97	1,363	1,333
Georgetown	1,478	1,419	47	47	93	84
Richmond Hill	592	551	34	34	89	91
Milton	1,335	1,320	50	50	93	111
Bradford	231	209	67	67	31	34
Stouffville	300	274	46	46	22	23
Total	16,110	15,284	341	341	1,691	1,676
Bus						
Hamilton	2,237	2,220	178	178	4,130	4,110
Milton	161	163	60	60	463	438
Georgetown	1,376	1,367	217	217	2,316	2,280
Newmarket	4,149	4,015	323	323	3,884	3,730
Uxbridge	117	113	124	124	405	402
Oshawa	2,420	2,348	172	172	2,635	2,638
Canada's Wonderland	347	348	29	29	467	439
Total	10,807	10,574	1,103	1,103	14,300	14,037
System	26,917	25,858	1,444	1,444	15,991	15,713

Rolling Stock

Bus fleet Twenty-six new buses were ordered and delivered this fiscal year under a new bus purchase, retirement, and structural assurance program designed to maintain the fleet in optimal service condition.

The first such formal policy for GO, the plan entails the programmed retirement of buses at the end of their economic life and their replacement by new vehicles, and the repair of old buses to ensure reliable operation for the duration of their service life; virtually all 184 buses in the present fleet will be replac-

ed over the next 10 years under this program, which was approved in September by GO's Board.

The 26 new buses were bought from Motor Coach Industries, of Winnipeg, and are the first 102-inch-wide highway buses, as well as the first pure highway coaches with two axles, in the fleet. Designated model 102A2 by the manufacturer, the buses cost \$6.11 million and were phased into service on delivery and acceptance, with most of them deployed in the CityLink corridor between

Hamilton and Toronto. Besides being wider, and thus having slightly wider seats, than other buses in the fleet, the new 102A2s also have more kneeroom for passengers, a new interior color scheme, consoles above the seats with individual driver-signal buttons and focusable reading lights, and the ability to "kneel" by lowering the front end by about 10 centimetres (four inches) for boarding and disembarking ease.

The buses have been well received by passengers, drivers, and servicing staff alike.

Forty buses were repaired during the fiscal year under the structural integrity assurance part of the program, at a cost of \$1.14 million. As well, 10 more buses were retrofitted for \$40,000 to improve the reliability of air-conditioning.

Outfitting the entire fleet with microprocessor bus ticket issuing (BTI) equipment also received Board approval during the year. BTIs had been successfully tested on 21 buses for six months in 1984-85 as replacements for the obsolete, mechanical fare registers being used; 187 BTIs are being purchased for installing system-wide in May 1987, and the fare registers will then be sold to other transit companies.



◀ The MCI 102A2,
newest model in the
GO Bus fleet

Rail fleet A \$36.2-million order was placed in June with General Motors of Canada's Diesel Division for 16 new locomotives: eight to meet expansion needs, and eight to replace the original units GO had started out with in 1967. (The present fleet numbers 32 diesel-electric locomotives.)

The contract, which includes spare parts, calls for delivery in June through August 1988. The locomotives will be manufactured in London, Ontario, and will be the first of this model – F59PH – to be produced; its design, in fact, is a joint engineering effort of General Motors' and GO's, and at year end was on schedule, with conceptual engineering almost finished and detailed design under way for completion in October 1987.

The F59PH features several technological advancements that make it ideally suited to commuter service. It produces 3,000 horsepower for traction, enabling GO to operate 10-car bi-level trains with only one locomotive. Its traction motor and variable-speed engine are of the latest design, the latter making the F59PH quieter than its predecessor F40PH. Adhesion, reliability, fuel economy, and performance will all improve, and GO Transit hopes to standardize its fleet eventually with this locomotive.

During the year, the Bi-level III coach order placed at the end of the last fiscal year was altered to meet operational and manufacturing requirements. The composition of the 63-vehicle order changed from 56 trailer

coaches and seven cab cars to 54 and nine; the contract price increased accordingly from \$82.3 million to \$82.7 million. Delivery was also set back by a few months to March 1988 through January 1989 to help the manufacturer, UTDC Inc., make a sale of 18 cars to the Florida Department of Transportation (a contract that gives GO the option to buy back the vehicles should Florida discontinue its bi-level service). The adjusted schedule will provide enough equipment to meet the December 1988 opening of the Lakeshore East GO Train extension to Whitby, but GO is nevertheless concerned that UTDC, because of other orders, will not be able to make the new schedule, and has entered into discussions with UTDC to resolve the matter.

The 63 new cars will increase the bi-level fleet from 151 vehicles (136 coaches and 15 cab cars) to 214 (190 coaches and 24 cab cars). The first generation of this distinctive product of Ontario technology, the Bi-level I, made its debut in 1978, and Bi-level II in 1983; GO is at present upgrading its original 80 Bi-level Is to Bi-level II standards, completing 16 in 1986-87 for a total of 43 cars retrofitted to date.

Other developments of the year included the conducting of a variety of tests to improve the design or function of GO's rail equipment, including air drier and levelling valve tests, as well as wheel slide control testing to increase wheel life.

◀ *The F59PH locomotive being developed for GO*



Fleet maintenance GO Transit undertook a consultant's study to determine optimal solutions for fuel spill protection at its two maintenance facilities not yet equipped with oil interceptors.

Containment systems will be installed at Hamilton and Newmarket, GO's satellite bus garages, to ensure that all facilities (Willowbrook Maintenance Depot and Steeprock Bus Garage are already protected) meet the requirements of the Ministry of the Environment, local authorities, and building codes; spills can occur either while vehicles are fuelled or during the delivery of the fuel itself, and containment systems are designed to intercept and retain any spillage for disposal, preventing it from entering sewers and underground watercourses. The Hamilton and Newmarket work is expected to cost \$200,000 and will be undertaken next fiscal year for completion by the end of August 1987.

At Hamilton Bus Garage, remedial site improvements costing \$23,000 were carried out, including retaining wall repairs, fence and guardrail replacement, gravelling of the bus parking area, and local road improvements to prepare for future paving of the site. Besides the spill protection work already mentioned, no more major site improvements are expected to be done, however, until possibly 1988; the garage building itself had been renovated two fiscal years ago, shortly after GO acquired the facility.

A consultant's study was carried out for a

major expansion of Willowbrook Maintenance Depot to handle the bi-level and locomotive fleet additions required for GO Train service expansion. Property was acquired during the year from CN Rail for expansion of the train storage yard. Construc-

Stations and Terminals

Rail stations Responding to a dramatic surge in demand for parking, GO expanded parking capacity twice during the year at Rouge Hill station on the Lakeshore East. Late in 1986, 110 gravel spaces were constructed on land GO already owned for expansion, next to the north parking lot on the northwest corner of Lawrence Avenue and East Avenue, and another 25 spaces were squeezed into the existing lots; demand was so strong, however, that GO accelerated the project's second phase and added 100 more gravel spaces over the winter to bring the station's capacity to 917. The expansion included temporary lighting and cost \$156,000. The new spaces will be paved, permanent lighting installed, and a new entrance off East Avenue built in the 1987-88 fiscal year; this final phase is estimated to cost \$100,000 and will be completed by July 1987.

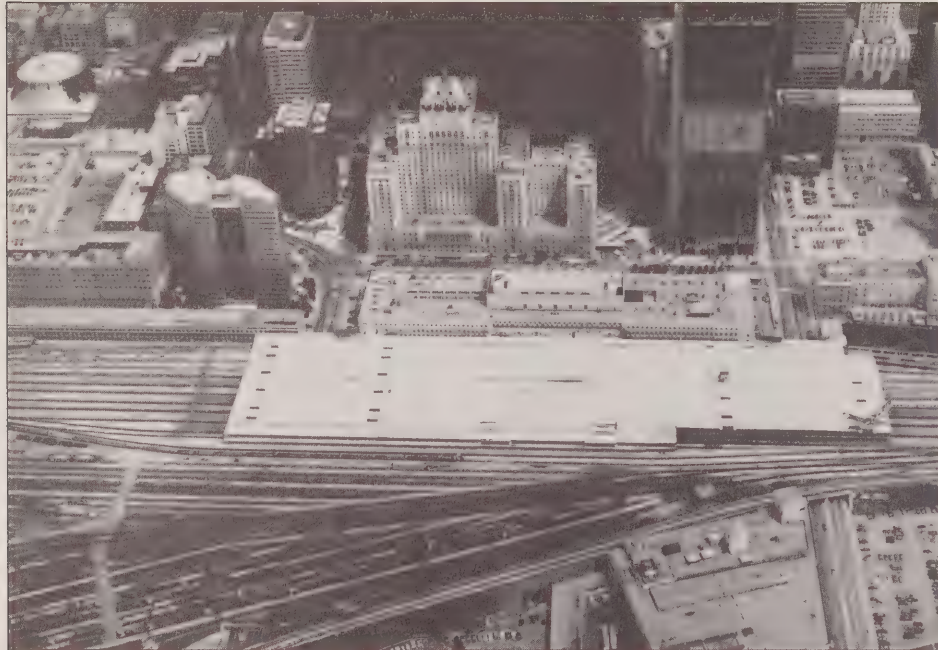
At Clarkson station on the Lakeshore West, a new pedestrian bridge was erected for \$84,000 to replace the old Bailey bridge linking the bus loop with the south parking lot. Spanning Sheridan Creek, the new bridge is

tion will be phased to minimize disruption to Willowbrook's operations, and will begin with storage yard trackwork and wayside power installation in mid-1987 for completion by mid-1988. The five-year project is expected to cost about \$9.5 million.

made of self-weathering steel and, with its concrete deck and stainless steel handrails, requires no maintenance except for snow clearance; it also has no stairs, unlike the old span, and opened for use in early March.

In the fall of 1986, heavy rains washed out the embankment of the north train platform at Guildwood on the Lakeshore East, and GO undertook a geotechnical study to determine the extent of the problem and the corrective measures needed. Slope protection work will be carried out in 1987-88, with completion by the end of August 1987, at an estimated cost of \$150,000; the work will include platform and washout repairs, fence replacement, drainage improvements, and a monitoring system to detect any future settling.

GO proceeded with its tunnel repair program on the Lakeshore and Georgetown lines, its oldest routes, completing detailed design and undertaking a successful trial repair at Oakville station. The multi-year project will rectify the damage done to tunnels and stairways over the years by frost, ground water, and the salt used in snow clearance;



◀ *Union Station: Hub of the GO Train network*

estimated to cost over \$250,000, the first phase of the program will be carried out in 1987-88, funds permitting, at the stations in the greatest need.

Pavement rehabilitation was carried out again at various stations throughout the system, and repairs were made to 10 rail stations and bus terminals for \$167,000.

Union Station To meet existing and projected requirements, the electrical supply system at Union Station was improved for \$280,000 in fiscal 1986-87. Done between December and March, the work consisted of the upgrading of the power supply distribution network and, for public safety and to safeguard operations, the installation of a 200

kV diesel-electric emergency power generator.

The improvements were partly necessitated by the new passenger information system proposed for the GO concourse and trainshed. Preliminary design was finished this fiscal year for several elements of the project, which will provide a new public address system and new electronic signage on the platforms, as well as a new computer system to drive the passenger information equipment; hardware and software will be procured early in the next fiscal year for installation in late 1987.

Oakville station and ATIS A joint program involving GO, Oakville Transit, and the Ontario Ministry of Transportation and Communications was initiated in the fiscal year to demonstrate ATIS, an automated telephone information system. Scheduled to go live to the public in the fall of 1987, ATIS will provide callers with computer-generated information about both Oakville Transit's and GO's service and the connections between them: enquirers will be able to call up their own bus stop or the GO station to get information about the next two to three departures from that location; the GO information will be limited to bus and train departures from Oakville GO station.

Bus terminals The first phase of three years of improvements to extend the life of Hamilton Bus Terminal for 10 years was implemented, addressing safety and code-related electrical and mechanical improvements for a cost of approximately \$54,000. The work was substantially finish-

ed by year end, with some electrical work carried over to the new fiscal year. Phase two will be undertaken in 1987-88 covering fire safety improvements, new roofing for the bus platform canopy, and some driveway work; exterior illumination will be installed and the bus driveway paved in the final phase in 1988-89.



▲ Servicing at Steeple Rock garage

System Security

A study of security at GO's rail stations and bus terminals was completed this fiscal year, and several minor improvements in safety and security were made as a result, including the installing of mirrors in tunnels and the replacement of glass at some locations to prevent injury. The study also led to new plans to step up security over the next few years, including improvements to present alarm measures.

A crime prevention program was also launched to give employees guidelines on reducing opportunities for criminal activity, lessening the risk of injury in a crime, and assisting the police and GO's security staff in reporting incidents and apprehending suspects.

Crowd management guidelines have been produced for employees in the wake of the vandalism inflicted on September 12 after a concert by the rock group AC/DC at the Exhibition: over \$20,000 in damage done, mostly in broken windows and torn seats on board the bi-level train immediately after the show. The new guidelines cover security, communications, and contingency plans for all events served by GO that draw large crowds of people.

Enforcement of the Proof of Payment honor fare system on the Milton rail line was improved during the year by the computerization of data recorded by GO's transit officers in their daily inspections for valid tickets and passes, making it easier to identify repeat offenders and pinpoint previous warnings.

Toronto Transportation Terminal

The extensive redevelopment of Union Station's western approach corridor, known as the Toronto Transportation Terminal project, finally drew near completion in 1986-87.

At year end, the corridor's new, computerized signal system had been fully tested and was poised to become operational at the end of April 1987; originally it had been scheduled to go into use in June 1986, but an extra 10 months were needed to debug software programs, train staff, and complete the intensive checks and verifications required by the Canadian Transport Commission.

The new system will provide fail-safe control of all train movements in the corridor, replacing the outdated interlocking system and manual procedures that have been used for the last six decades. All trains in the western approaches to Union Station will now be governed by signals and follow specific routes predetermined by microprocessor; GO Trains bound for Union off the Lakeshore West and Georgetown lines will no longer have to "stop and proceed" at Bathurst Junction, the corridor's boundary, but rather will be able to glide right into the station, reducing transit time by two to five minutes. The approach corridor is one of the busiest in Canada and is heavily travelled by freight and intercity passenger trains as well as GO.

The redevelopment project, which began

in 1978 with construction of a new GO concourse in Union Station, was designed to meet long-range demands on downtown Toronto's rail terminus complex by increasing passenger-handling capacity and opening up the bottleneck at the western end of the corridor. Besides the new signal network, extensive track and switch improvements were also made; the mainline tracks at Bathurst Junction increased from two to six; a flyunder built to route Lakeshore GO Trains under other rail traffic; and the Bathurst North yard built for the layover of GO Trains between rush hours.

The project cost \$60 million – borne entirely by the Province of Ontario – and included the \$10-million GO concourse and some \$5 million in improvements made to it since it opened in 1979.

Even with this massive project over, however, more construction, though not GO's, will be carried out in this corridor over the next few years and could have some effect on train schedules. Toronto's dome stadium being built on the railway lands next to the CN Tower has triggered several major commercial and public works projects, and several new roadways and pedestrian passageways are being built to improve north-south and east-west links with the stadium. These include three new bridges

which will be built over the rail corridor in 1987 and 1988: a widened Spadina Avenue bridge, a road bridge at Peter Street, and a pedestrian span at the John Street signal tower. Construction has been timed though to incur the least impact on rail service, with work affecting train movements generally planned for nights and weekends.

Proof of Payment

Proof of Payment ticketing, after being successfully tried out on one rail line for the past two fiscal years, is being extended to the rest of the GO Train network. GO's Board approved the extension in January 1987, and the expansion is scheduled to be in operation by the fall of 1988.

Known simply by its acronym, the POP honor fare system was introduced in May 1985 on the Milton line for a trial run testing equipment, staff handling, and passenger reaction. The POP concept is relatively new to Canada and the United States but proven in Europe, and the GO experiment was the first North American application to encompass variable fares.

The system puts passengers on their honor and does away with the need to deposit a ticket or show a pass every time on entry or



exit; with POP, passengers need only produce proof of fare payment – a valid proper ticket or pass – when asked in random spot checks by GO personnel. With this otherwise unrestricted access, passenger flow through stations is thus greatly improved, and line-ups all but eliminated.

Besides being convenient for passengers, POP also benefits GO Transit by enabling it to effect operational cost savings and streamline the cumbersome ticketing system it has had since it started up in 1967. In addition, POP's microprocessor ticket issuing and cancelling equipment will improve statistics gathering and thus enhance operational planning and revenue control.

At year end work was under way to determine the station modifications required for the convenient location of ticket cancelling machines; some construction is planned to start in the fall of 1987.

Fare Increase

Fares went up on July 1, with single-ride fares increasing by an average 4.2 per cent.

The increase raised the two-part formula for calculating single-ride fares from a fixed base charge of 44 cents plus a distance charge of 6.3 cents a kilometre to 46 cents plus 6.6 cents. The minimum fare charged for any trip, bus or rail, rose by 5 cents to \$1.55. Although GO's rounding of fares to the nearest 5 cents created variations in the actual percentage increase in specific fares, no single-ride fare was allowed to go up by more than 6 per cent.

A basic change was made this year to the discounting formula used for 10-ticket books, POP 10-ride tickets, monthly passes, and student fares, but the actual dollar discount remained the same as last year's. The half-price discount for children's and senior citizens' fares did not change, and the cost of a group pass stayed at four single adult fares.

The fare increase was necessary to bring in additional revenue to help defray operating costs. A major source of revenue had been lost when long-term leases of train equipment to American transit operators were not renewed: extra revenue that had been used to cushion fare increases, keeping them artificially low; also absent this year was revenue from the sale of surplus single-level

rail cars, which netted GO over \$2 million last fiscal year.

GO also kept a tight lid on expenses this year by setting an operating budget that was only 4 per cent higher than for 1985-86. Its cost recovery performance slipped slightly compared to last year: it recovered 60.2 per cent of operating costs through revenue, compared with 61.2 per cent in 1985-86 (and 60.4, 58.3, and 53.8 per cent in the years before that). Cabinet had set a cost recovery target of 65 per cent for GO in 1977, and GO Transit continues to make every effort to attain this goal.

Non-Fare Revenue

Revenue from sources other than passenger fares dropped substantially this fiscal year, partly because two long-term leases of rolling stock to American transit properties had ended the year before.

Sundry revenue in 1986-87 totalled nearly \$2.2 million, compared with \$5.5 million the year before, and included \$197,000 in interest income, \$53,000 in rolling stock rentals, \$614,000 from the leasing of commercial space, \$245,000 in advertising revenue, \$553,000 in ticket sales commissions, and \$502,000 from miscellaneous sources. Commercial space, ticket commission, and miscellaneous revenue were all greater than in 1985-86.

Employees

Several significant matters concerning employees occurred during the fiscal year:

Collective bargaining A new, two-year collective agreement covering 450 unionized employees was negotiated between GO Transit and Local 1587 of the Amalgamated Transit Union. The agreement, signed in March, runs from December 1986 to January 1989 and increased wages by an average 7.99 per cent, including improvements in benefits and working conditions.

The agreement was reached in 30 meetings over three months – a relatively short period because of the co-operation between union representatives and management; continued improvement in employee relations is anticipated as a result. Local 1587 is the exclusive bargaining agent for GO employees, representing all staff except management, supervisors, foremen, and office and technical staff.

In conjunction with the new agreement, GO stepped up its emphasis on health and safety and implemented a number of policies and procedures to continue safeguarding the health, safety, and environment of not only its employees but the travelling public as well.

Employee Assistance Program A new, confidential counselling and referral service was

launched this year for all GO Transit employees and pensioners and their immediate families. The Employee Assistance Program, known familiarly as EAP, was established to give employees access to independent professional assistance in a wide variety of matters ranging from marital and family problems, job stress, and substance abuse to financial and legal advice, retirement counselling, and day care referral. The service is operated for GO by a private resource firm and administered by a staff committee made up of representatives from management and union and non-union employees.

By year end the program had served 41 employees, an utilization rate of 6.8 per cent, well above the 5 per cent forecast for the first year of the EAP's existence.

Smoking ban A three-phase ban on smoking in the workplace was introduced on January 5, and GO Transit offered assistance to employees through EAP counselling, referrals to other agencies, and subsidizing enrolment in stop-smoking clinics. The first phase of the ban prohibited smoking inside rail stations and bus terminals, including employee work areas visible to the public; the second phase, to take effect on April 1, 1987, will extend the ban to all work stations; and

the final phase in September 1987 will make all GO facilities and offices smoke-free. (See also *Smoking and Tobacco Advertising Ban*.)

Supervisory training A formal training program for first-line supervisors and managers was introduced during the year. The program, GO's first, was purchased from a professional agency, and instruction will be given by staff members certified by this agency; it uses a behavior and skill development approach and emphasizes the handling of day-to-day situational problems. Four instructors were certified by year end, and the program was expected to be in operation by late summer of 1987.

Job evaluation In November, a consultant was retained to develop and implement a job evaluation program and equitable pay schedule for all non-union positions: the first such undertaking by GO. The program, which eventually will be administered in-house, involved the completing of a detailed questionnaire by all affected employees and the subsequent evaluation of job positions by senior management; by year end the process had been completed, and the consultant's recommendations were scheduled to be presented to GO Transit's Board at its first meeting of the new fiscal year.

Smoking and Tobacco Advertising Ban

The gradual elimination over the years of smoking on the GO system moved into its final stages in fiscal 1986-87.

A ban on smoking went into effect in the fall of 1986 in passenger shelters, stairways, and tunnels and was extended on January 5 to all rail station and bus terminal interiors, making it illegal for passengers to smoke indoors anywhere on GO Transit. This latest policy had had its beginnings in 1970's partial ban on board vehicles and its extension in 1978 to all trains and buses; public acceptance of GO's policy over the years had been favorable, and public opinion in fact precipitated the latest steps to make the system smoke-free, including a ban on smoking in the workplace and the banning of tobacco advertising.

The workplace policy also took effect on January 5, eliminating smoking in three phases, beginning with the prohibiting of employee smoking in view of the public; the second phase, starting April 1, 1987, extends the ban to all work stations, and the final phase will impose a total ban throughout all offices and work areas on September 1, 1987.

Tobacco advertising was banned in March,

when GO Transit's Board decided not to accept any new advertising and not to renew an existing tobacco advertising contract on its expiry in March 1988. The immediate loss of revenue this policy caused is expected to be offset by other advertising revenues in the near future.



◀ Posters announced January ban to passengers

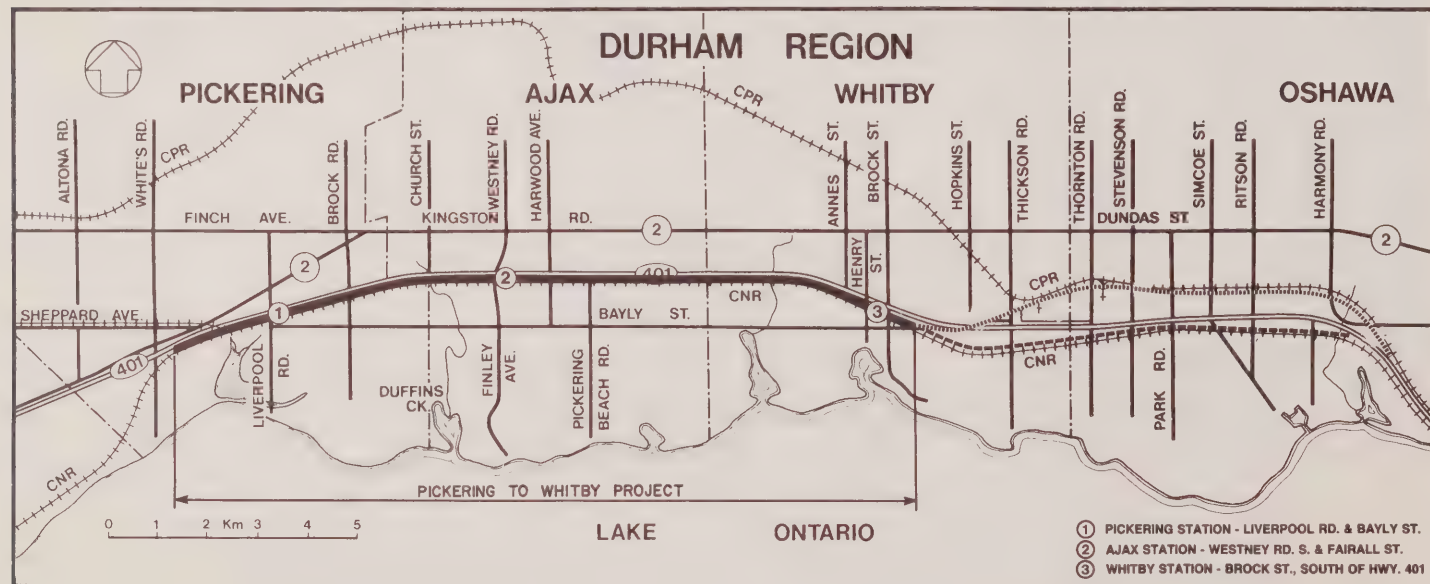
GO Train Service Expansion Program

Work progressed on schedule for the expansion of GO Train service on the Lakeshore and Milton lines. These expansions are the successor to the Advanced Light Rail Transit (GO-ALRT) network being developed in 1982-85 and have been allotted \$284 million (in 1984 dollars) by the Province for implementation.

Announced in October 1985, the new GO Train Service Expansion Program will extend

service by conventional means, using diesel-hauled bi-level trains instead of the light rail trains planned for GO-ALRT. It will extend full service on the Lakeshore East from Pickering to Whitby by late 1988, a full year ahead of the original ALRT timetable, on trackbed already partly graded for the light rail project; phase service up to full schedules between Oakville and Burlington on the Lakeshore West by the early 1990s; add two round trips

to the present three on the Milton weekday line in late 1988; and continue investigating the best means of expanding service further east to Oshawa and west to Hamilton. The program also includes the acquisition of locomotives and bi-level coaches and the expansion of GO's Willowbrook train servicing depot to handle the expanded fleet. (For more background details, see the 1985-86 annual report.)



Highlights of the expansion program's progress to date are:

Pickering to Whitby project The six major civil works contracts previously awarded for GO-ALRT grading and bridgework on the 15-kilometre section from Pickering, the present railhead, to Whitby were completed during the fiscal year. Four major civil contracts were awarded for \$19.5 million to finish the trackbed and structures phase, including completion of the new Westney Road interchange on Highway 401 (all ramps will be open to traffic by October 1987).

All trackwork components, including concrete ties, track fasteners, switches, and rail, were procured for \$7.5 million. The design and installation of a signal network for the section was awarded to CN Rail for \$6.4 million. The design of Whitby station was finished, and consultants were assigned for the design of Ajax station and Pickering station's renovation, for completion by May 1987 (Whitby station will be the prototype for the engineering standards for the other two stations).

All design and construction for this section continued on schedule, with trackwork and station construction scheduled to begin in the spring of 1987, and revenue service is expected, as planned, to begin operating in December 1988.

Oakville to Burlington project Work also progressed on schedule in this 15 km section between Burlington and Oakville, the Lakeshore West's present terminus for full service. The first step in expanding service took place in October, when a third Hamilton-Toronto round trip and two Port Credit short-turn trains were added, improving service considerably for commuters in the morning rush hour. The new Third Line CN bridge in Oakville, whose construction had started under the GO-ALRT program, was finished and officially opened in November – the first construction project to be completed under the new expansion program.

Station design work started during the year for the Burlington and Appleby stations, with construction slated to begin in summer 1987; the Burlington work consists of a new rail siding and commuter platform, for completion by the fall of 1987, and the Appleby work involves construction of a new station on Fairview Street east of Appleby Line, for completion in September 1988. CN Rail, VIA Rail, and GO Transit continued their detailed analysis of rail traffic movements in the Burlington to Toronto corridor, which when completed will enable the identification of the track and signal improvements required to proceed, as well as the design work for the implementation of full service into Burlington, which is scheduled to start in the early 1990s.

Milton line expansion The environmental study report required for the expansion of service on the 50 km Milton line was prepared this fiscal year, and approval to proceed with the upgrading was granted by the Ministry of the Environment on review of the report. CP Rail initiated design work for the expansion's track and signal plant improvements, with completion scheduled for summer 1987. CP also procured major track and signal components for \$3 million and will begin track grading and installation in the late fall of 1987.

Consultants were appointed for design work at Erindale station and Guelph Junction, with construction scheduled to begin in late 1987: Erindale's work consists of widening the existing platform, building two pedestrian tunnels, and replacing the Burnhamthorpe Road pedestrian overpass – all to accommodate the new third track for the expansion; the station's parking capacity will also be expanded in fiscal 1987-88 from the present 397 spaces to approximately 750. At Guelph Junction, GO's overnight and weekend storage yard just west of the line's Milton terminus, layover and wayside power facilities will be expanded to accommodate the expansion's additional two trainsets.

All work progressed on schedule and will be completed in late 1988.

Equipment and maintenance See *Rolling Stock and Equipment Maintenance*.

Future Service

Transportation Planning Forum GO Transit participated during the year in the Transportation Planning Forum convened by the Minister of Transportation and Communications to look at economic and land use trends, transportation pressures, and the benefits and costs of various Provincial and municipal transit proposals for the Greater Toronto Area (GTA).

GO was among several transit operators that took part in working groups organized by the forum, which was made up of senior planning officials from the Ontario Government and the regions and municipalities in the area; the information generated by the forum provided the MTC with a sound base from which to develop an investment strategy for future transportation growth in the area.

Transportation Tomorrow survey GO also took part in the Transportation Tomorrow survey co-ordinated and funded by the MTC, a major survey of the travel habits of the GTA's residents.

The first undertaking of this scope in two decades, the telephone survey collected information from 61,000 households in Metropolitan Toronto and the surrounding regions of Durham, York, Peel, Halton, and Hamilton-Wentworth (geographically the Toronto commutershed area which GO serves); polling was done in September

through December, and the survey's findings were at year end being tabulated for report in the spring of 1987. The new data collected by the survey will provide planners with valuable updating and also form the basis of a co-ordinated planning approach for the transportation needs of the commutershed.

Transit Advisory Group The Province of Ontario established an advisory group during the year to probe the future of interregional transit in the GTA.

GO Transit presented its position at its December Board meeting, attended by the group, in a paper titled *Towards The Year 2000*; the submission included recommendations that the MTC be acknowledged as the transportation co-ordinator in the GO service area, that the focus of the MTC's co-ordination be shifted from details to broader policy issues, that GO assume a greater interregional transit planning role integrated with but subordinate to the MTC's province-wide role, that GO's primary mission continue to be that of an interregional, not local, carrier, and that GO's mandate be reviewed with these recommended changes in mind.

The Transit Advisory Group also sought submissions from other transit operators and from the public and is expected to report on its findings, which may have far-reaching implications on transit in the GTA, in May 1987.

GO service A consultant's study on the feasibility of expanding Georgetown and Richmond Hill GO Train service was completed and presented to GO in June. It concluded that significant upgrading is possible for approximately \$100 million per corridor; the findings are being considered by the MTC in its transportation review and investment strategy for the GTA.

GO service expansions being studied include full service on all rail lines except the Bradford service; peak service upgrading on the Bradford line; extension of the Lakeshore East from Whitby to Oshawa and the Lakeshore West from Burlington to Hamilton; and new GO Bus services on Highway 403 between Hamilton and Yorkdale, Highway 7 between Brampton and Markham, and Highway 50 between Bolton and Yorkdale.



A. F. LEACH
Managing Director
and Secretary

To the Members of the Toronto Area
Transit Operating Authority,
the Minister of Transportation
and Communications, and the
Provincial Auditor:



Toronto, Canada
May 29, 1987

We have examined the balance sheet of the Toronto Area Transit Operating Authority as at March 31, 1987 and the statements of equity, operations and changes in financial position for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as we considered necessary in the circumstances.

In our opinion, these financial statements present fairly the financial position of the Authority as at March 31, 1987 and the results of its operations and the changes in its financial position for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Peat Marwick

Peat Marwick
Chartered Accountants

TORONTO AREA TRANSIT OPERATING AUTHORITY
BALANCE SHEET AS AT MARCH 31, 1987
(In thousands of dollars)

Assets

Current

	1987	1986
Cash	\$ 1,436	\$ 1,143
Accounts receivable	2,094	1,933
Deposit with C.N.R.	12,600	10,200
Due from the Province of Ontario	13,825	20,152
Spare parts and supplies	1,269	1,209
Prepaid expenses	193	380
	<u>31,417</u>	<u>35,017</u>

Fixed

Land	24,922	24,910
Buildings and equipment (Note 2)	159,356	161,123
Leasehold improvements, net of accumulated amortization of \$410 (1986 - \$327)	5,364	1,340
Improvements to railway right of way and railway plant, net of accumulated amortization of \$36,333 (1986 - \$30,231)	100,098	90,431
Construction in progress		
Toronto Transportation Terminal Project (Note 6b)	32,727	30,489
GO Train Service Expansion Program	62,221	—
Other	5,098	11,831
	<u>389,786</u>	<u>320,124</u>
	<u>\$421,203</u>	<u>\$355,141</u>

Liabilities

Current

	1987	1986
Accounts payable and accrued liabilities	\$ 27,683	\$ 32,148
Unearned revenue in respect of tickets sold and not used	962	784
	<u>28,645</u>	<u>32,932</u>

Equity

Province of Ontario	392,558	322,209
	<u>\$421,203</u>	<u>\$355,141</u>

Commitments (Note 6)

On behalf of the Members

L.H. Parsons

..... Chairman

J. Houlihan

..... Member

See accompanying notes to financial statements.

STATEMENT OF EQUITY

FOR THE YEAR ENDED MARCH 31, 1987

(In thousands of dollars)

	1987	1986
Equity at beginning of year	\$322,209	\$313,517
Capital contribution from the Province of Ontario	88,382	25,350
Other M.T.C. contributions from the Province of Ontario	—	681
	410,591	339,548
Amortization of capital contributions	(18,033)	(17,339)
Equity at end of year	<u>\$392,558</u>	<u>\$322,209</u>

STATEMENT OF OPERATIONS

FOR THE YEAR ENDED MARCH 31, 1987

(In thousands of dollars)

	1987	1986
Revenue		
Commuter services	\$ 56,700	\$ 51,647
Sundry revenue (Note 4)	2,157	5,519
	<u>58,857</u>	<u>57,166</u>
Expenses (Note 5)		
Train and bus operations	77,134	74,266
Terminals and plant	31,755	31,300
General and administration	17,000	15,637
	<u>125,889</u>	<u>121,203</u>
Loss from operations	67,032	64,037
Operating subsidy from the Province of Ontario including amortization of capital contributions of \$18,033 (1986 - \$17,339)	67,032	64,037
Net income for the year	<u>\$ —</u>	<u>\$ —</u>

See accompanying notes to financial statements.

STATEMENT OF CHANGES IN FINANCIAL POSITION

FOR THE YEAR ENDED MARCH 31, 1987

(In thousands of dollars)

	1987	1986
Cash from (used in) operations		
Revenue	\$ 58,857	\$ 57,166
Expenses	(125,889)	(121,203)
Adjustments for non-cash items:		
Depreciation and amortization	18,033	17,339
Loss (gain) on sale of fixed assets	7	(2,154)
	(48,992)	(48,852)
Net change in non-cash working capital balances	(394)	(925)
	(49,386)	(49,777)
Cash from (used in) investment		
Fixed asset additions	(88,382)	(26,031)
Fixed asset disposals	680	4,086
	(87,702)	(21,945)
Cash from financing		
Province of Ontario		
Operating subsidy	48,999	46,698
Capital contributions	88,382	26,031
	137,381	72,729
Net increase in cash	293	1,007
Cash, beginning of year	1,143	136
Cash, end of year	<u>\$ 1,436</u>	<u>\$ 1,143</u>

See accompanying notes to financial statements.

NOTES TO FINANCIAL STATEMENTS

FOR THE YEAR ENDED MARCH 31, 1987

(In thousands of dollars)

1. Significant accounting policies

(a) General

These financial statements are prepared by management in accordance with accounting principles generally accepted in Canada.

(b) Spare parts and supplies

Spare parts and supplies are valued at the lower of cost and replacement cost.

(c) Fixed assets

Fixed assets are valued at cost.

The Authority provides for the depreciation and amortization of the various classes of assets over their estimated useful lives on a straight line basis. Depreciation for locomotives and auxiliary power control units is calculated using a straight line rate applied to cost plus an estimation of future overhaul costs.

Buildings and equipment

Shelters and ticket booths	5 years
Other buildings	20 years
Locomotives and auxiliary power control units	25 years
Other railway rolling stock	25 years
Buses	12 years
Parking lots	20 years
Sundry — Furniture and fixtures	12 years
— Other	3-5 years
Improvements to railway right of way and railway plant	20 years
Leasehold improvements	20 years

(d) Commuter services revenue

Revenue is recognized when the transportation service is provided. Unearned amounts are reflected in the balance sheet as current liabilities.

(e) Subsidies

Operating subsidies paid by the Province of Ontario are treated as reductions of operating losses. Capital contributions from the Province of Ontario are included in equity and are amortized to income over the useful lives of the related assets.

2. Buildings and equipment

	1987		1986	
	Cost	Accumulated depreciation	Net book value	Net book value
Buildings	\$ 33,343	\$11,885	\$ 21,458	\$ 20,772
Locomotives and auxiliary power control units	30,964	15,271	15,693	17,399
Other railway rolling stock	143,138	40,502	102,636	108,630
Buses	25,628	13,958	11,670	7,001
Parking lots	7,718	2,655	5,063	5,092
Sundry	6,216	3,380	2,836	2,229
	<u>\$247,007</u>	<u>\$87,651</u>	<u>\$159,356</u>	<u>\$161,123</u>

3. Operating agreements

Substantially all of the services provided by the Authority are operated by outside parties using vehicles and rolling stock owned by the Authority. Charges from the parties in respect of the operating agreements are recorded on an incurred and estimated basis. These services are governed by the following agreements.

Canadian National Railways	June 1, 1977 to May 31, 1987
Gray Coach Lines	To December 31, 1987
Canadian Pacific Limited	October 26, 1981 to October 25, 1991
Charterways Transportation Limited	January 1, 1987 to December 31, 1987

4. Sundry revenue

The details of sundry revenue are as follows:

	1987	1986
Interest income	\$ 197	\$ 309
Rentals – rolling stock	53	1,261
Rentals – space	614	583
Advertising revenue	245	325
Commissions – ticket sales	553	525
(Loss) gain on sale of fixed assets	(7)	2,154
Other	502	362
	<u>\$ 2,157</u>	<u>\$5,519</u>

5. Expenses

Further details of expenses are as follows:

	1987	1986
Salaries, wages and fringe benefits	\$ 24,400	\$ 21,168
Payments to outside parties for operation of services	46,512	42,549
Fuel and oil	7,682	8,971
Other expenses	19,220	20,668
	<u>97,814</u>	<u>93,356</u>
Leases, rentals and user charges	10,042	10,508
Depreciation and amortization	18,033	17,339
Total expenses	<u>\$125,889</u>	<u>\$121,203</u>

Of the total expenses above, \$97,814 (1986 - \$93,356) is recognized as recoverable, in part, from passengers and other sources of revenue. The target amount to be ultimately recovered has been established by the Authority at 65% of the recoverable expenses. In 1987, total revenue amounted to \$58,857 (1986 - \$57,166) and represents a recovery of 60.2% (1986 - 61.2%) of the recoverable expenses.

6. Commitments**(a) Purchase of bi-level commuter rail cars and locomotives**

Deposit on contract with the Urban Transportation Development Corporation Ltd. for the purchase of 63 bi-level commuter rail cars	\$ 12,403
Deposit on contract with General Motors of Canada Ltd. for the purchase of 8 locomotives for the heavy rail expansion program and 8 replacement locomotives	1,812
Total	<u>\$ 14,215</u>

The balance of the purchase price for the bi-level commuter rail cars and locomotives of \$112,782 will be paid out over the period to February 1989 as the Authority takes delivery.

(b) Toronto Transportation Terminal Project

The Toronto Transportation Terminal Project initially involved the Province of Ontario, the Authority, the Government of Canada, the Canadian National Railway Company, Canadian Pacific Limited and the Toronto Terminals Railway Company. As the parties could not reach agreement on a satisfactory cost sharing arrangement for the capital costs of the project, work is proceeding at the Authority's expense on a modified program which provides only for the immediate needs of the Authority's services.

(c) Leases

Minimum operating lease payments in each of the next five years and in aggregate are as follows:

1987-1988	\$ 1,670
1988-1989	1,419
1989-1990	1,368
1990-1991	1,210
1991-1992	1,008
Thereafter	<u>5,795</u>
	<u>\$12,470</u>

In addition to the commitments above, the Authority has entered an agreement to lease land which expires in 2079. The annual rental under this lease is one hundred and fifty-three thousand dollars.

7. Pensions

The Authority provides pension benefits for its employees through participation in the Public Service Superannuation Fund established by the Province of Ontario. The Province is amortizing the unfunded liability of the plan through a series of annual payments and has charged the Authority for its share of such payments for the year.

8. Remuneration of appointees

Total remuneration of Members of the Board of Directors was twenty-eight thousand five hundred and eighty-three dollars during the fiscal year.

Objectives

GO Transit (the Toronto Area Transit Operating Authority) is an Agency of the Crown established to:

Design and operate interregional transit for people whose travel takes them through more than one regional municipality;

And encourage convenient and efficient meshing of the transit systems operating in the Toronto-centred area and interfacing with the GO Transit system.

Area of Jurisdiction

GO Transit is a voluntary association, empowered by legislation, of the Regional Municipalities of Peel, York, Durham, Halton, and Hamilton-Wentworth, the Municipality of Metropolitan Toronto, and the Province of Ontario.

Membership

The Board is composed of seven Members: the Chairman, appointed by the Lieutenant Governor in Council, and the Chairmen of the Councils of Peel, York, Durham, Halton, Hamilton-Wentworth, and Metropolitan Toronto.

Members

L.H. PARSONS

Chairman

G.H. HERREMA

Vice-Chairman of the Board

Chairman, Council of

The Regional Municipality of Durham

R.F. BEAN

Chairman, Council of

The Regional Municipality of Peel

C.D. FLYNN

Chairman, Council of

The Municipality of Metropolitan Toronto

E.R. KING

Chairman, Council of

The Regional Municipality of York

P.D. POMEROY

Chairman, Council of

The Regional Municipality of Halton

W.L. SEARS

Chairman, Council of

The Regional Municipality of

Hamilton-Wentworth

Minister

The Honourable ED FULTON

Minister of Transportation and

Communications

Officers

A.F. LEACH

Managing Director

Secretary to the Board

A.M. ROBINSON

Director, Finance

Treasurer to the Board

J.A. BROWN

Executive Director, Operations

H.W. CLELLAND

Executive Director, Engineering,

Development and Plant

D.A. SUTHERLAND

Executive Director, Finance and

Administration

W.M. BURNS

Director, Transportation

J.M. BURWELL

Director, Administration

R.J. DESJARDINS

Director, Personnel, Audit and Security

R.C. DUCHARME

Director, Engineering and Development

R.H. JOHNS

Director, Equipment

N.W. KUSTER

Director, Equipment Engineering

C.S. STRADLING

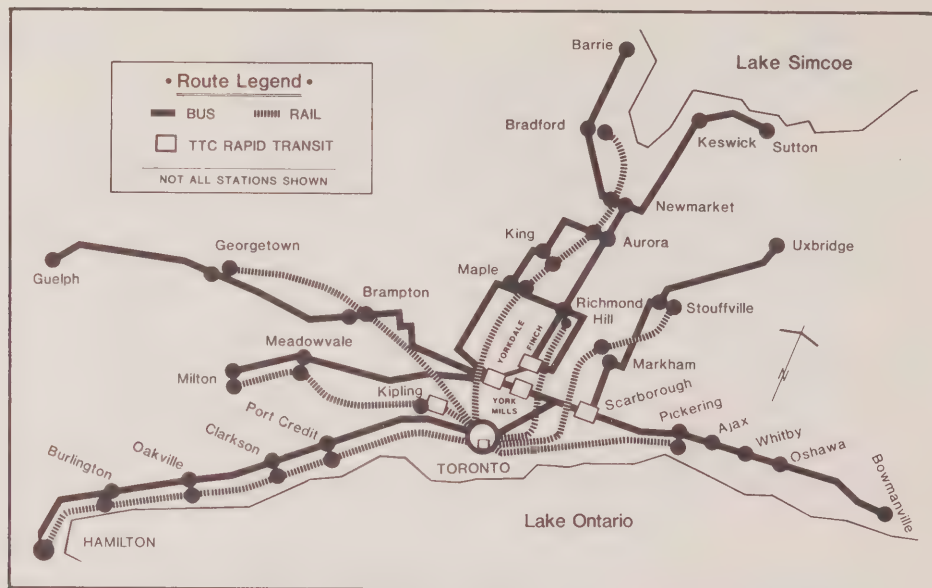
Director, Plant Maintenance



GO Transit

555 Wilson Avenue
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Canada M3H 5Y6

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Telex: 06-217508



The GO Train and GO Bus network at March 31, 1987

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Photos: Ontario Ministry of Transportation and Communications; GO Transit
Cover photo: GO Train at Sunnyside, Toronto



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G.P. DVP

GO Transit Annual Report

For the year ended March 31, 1988



Toronto Area Transit Operating Authority



GO TRANSIT

555 Wilson Avenue, Downsview, Ontario, Canada M3H 5Y6
(416) 630-5220 Telex 06-217508 Fax (416) 630-2083

21 July 1988

The Honourable Ed Fulton
Minister of Transportation
Ferguson Block
Queen's Park
Toronto, Ontario
M7A 1Z8

Dear Mr. Minister:

It is my honour, on behalf of the Members of the Board, to present the 1987-88 annual report of the Toronto Area Transit Operating Authority.

It is also my pleasure to extend our thanks to you and your staff at the Ministry of Transportation for your continuing co-operation and assistance, a special relationship which we at GO Transit hope will continue to grow.

Respectfully submitted,

Louis H. Parsons
Chairman



Ministry
of
Transportation

Ministère
des
Transports

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto, Ontario
M7A 1Z8

Edifice Ferguson, 3^e étage
77, rue Wellesley ouest
Toronto (Ontario)
M7A 1Z8

Office of the
Minister

Bureau du
ministre

(416) 965-2101

22 July 1988

The Honourable Lincoln M. Alexander
Lieutenant Governor of Ontario
Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A1

May It Please Your Honour:

I have the privilege of presenting for the information of Your Honour and the Legislative Assembly the report of the activities of the Toronto Area Transit Operating Authority for the year ended 31 March 1988.

Respectfully submitted,

Ed Fulton
Minister

TWENTY YEARS OF SERVICE

Two decades of service to commuters of the Greater Toronto Area. That landmark was reached on May 23, 1987, when GO Transit celebrated its 20th birthday.

The GO Transit of today, however, is a far cry from the GO Transit of 1967. At its inception GO was just a single train line along the Lakeshore, an experimental service that the Government of Ontario gave three years to prove itself. Public acceptance of the fledgling service was so great, though, that within the first six months the ridership forecast for the second year of operation had already been attained. Today it is a comprehensive, extensive network of integrated GO Train and GO Bus service, connecting with municipal transit systems at many points. It is still growing.

GO Transit is justifiably proud of this success. But rest on laurels it must not. If the GO commutershed's population continues multiplying rapidly, the future will pose even greater challenges than before; GO – and the

Province, and all other transit operators – will have to strive even harder to keep abreast of the population's transit needs, to keep Southern Ontario's transportation network top-notch.

The Province recognizes the challenges. So that public funds are spent wisely, it is expending great effort to ensure full coordination of future transportation investments in order that the needs of the entire Greater Toronto Area are well served. This effort is summarized in this report; it is already evident in new initiatives such as the GO-TTC Twin Pass, which is a major step towards fully integrated transfer between different transit systems. Other important developments will occur in the near future as the Province's blueprint comes to fruition, and GO stands prepared, as always, to contribute to that realization.

I would like to thank everyone who has been part of the GO effort in the past fiscal year: staff, the Board, the Ministry of

Transportation, the train and bus operating contractors. CN Rail, which operates five of the six GO Train lines, deserves special mention for helping to forge a new operating agreement that, for the first time, includes performance incentives for the railway – inducements which will encourage greater efficiency, and excellence.

The drive for excellence, I am confident, will carry GO Transit to new plateaus in the next 20 years, and beyond.

A handwritten signature in dark ink, reading "L.H. Parsons". The signature is fluid and cursive, with the first name "L.H." and the last name "Parsons" clearly distinguishable.

L. H. PARSONS
Chairman

NEW HEIGHTS, NEW CHALLENGES

The year past contained both achievements and challenges. GO Transit rode to new heights: ridership increased substantially; a new bus service was inaugurated; GO's unique fare integration program expanded significantly with the introduction of Twin Pass. Yet in spite of inflation, and the continuing – and increasing – demand for inter-regional transit, GO kept the per-passenger costs of providing service in check.

The year's highlights follow. They chronicle another successful year of operation, but

at the same time underline the fact that many new challenges lie ahead, challenges that must be met if GO Transit is to continue being a vital, integral part of the Toronto area's high-quality transportation network.



T. G. SMITH
Managing Director



◀ *Train and bus ridership
reached new heights*

*Front cover:
Employees make
the system GO*

*Back cover:
GO celebrated
20th birthday
at Ontario Place*

SERVICE

Ridership

Ridership leapt upwards in 1987-88 at a rate far greater than that of any of the last five fiscal years.

System carryings (rail, bus, and contract service combined) surged to nearly 29 million passenger trips from 27 million the fiscal year before, an increase of 6.7 per cent; 1.2 million of these additional 1.8 million trips were generated by the GO Train network.

Rail ridership was up by 7.1 per cent, with all lines posting an annual increase of at least 3 per cent. In sheer numbers the Lakeshore line, which accounted for 77 per cent of total rail ridership, dominated again: its carryings rose by nearly a million trips, compared to 185,000 for the other five lines combined.

GO Bus carryings rose by 6.2 per cent, a considerable jump compared with the growth rate of recent years. The Bayview route, where service levels were increased during the year, registered the largest gain of 25.2 per cent (133,000 additional trips). Strong growth occurred again in the Lakeshore East, Milton, and Newmarket corridors, but passenger volumes continued declining on the Hamilton Lakeshore and Oakville train meet services, likely because of improvements in both local transit and GO Train service.

Average weekday ridership broke the

100,000-trip barrier seven months during the fiscal year (eight if the Canada's Wonderland contract service's ridership is included). August's average was just below the 100,000 mark, despite a nationwide railway strike that shut down GO Train service for a week. And September's ridership fell short of 110,000 passengers per average weekday by just 250 trips.

Two factors were largely responsible for the GO system's continual growth: Southern Ontario's economic boom, which, simply put, means more people are working and therefore commuting to work; and the decentralizing population of the Greater Toronto Area (GTA), coupled with employment growth in downtown Toronto (the railway lands development alone is expected to create as many as 210,000 new jobs by the year 2011).

The result: greater demand on all existing transportation facilities, including highways and transit. And the more congested these highways get, the more GO Transit becomes an attractive alternative to commuting by car – especially to residents in the GTA's outer regions.

In the off-peak, demand remained strong for service for special events and attractions such as Exhibition Place, Ontario Place, and Blue Jay baseball and Argonaut football

games; recognizing these venues as important sources of revenue, GO continued promoting off-peak service to the public as a convenient and comfortable alternative to driving.

Exhibition Place was as usual a big draw, resulting in 9.1 per cent of all Lakeshore train ridership boarding or alighting at Exhibition station. Arrivals at that station were up 5.7 per cent over the fiscal year before; several months in particular showed dramatic increases: February with 227 per cent over the previous February, July with 81 per cent, and September, 197 per cent. However, August arrivals dropped by 64 per cent and Canadian National Exhibition ridership by 37 per cent because of the railway strike.

Passenger Carryings

Millions

83-84	14.148	9.922
84-85	14.701	10.010
85-86	15.284	10.226
86-87	16.118	10.460
87-88	17.269	11.112
	Rail	Bus

Contract service excluded

Service enhancement

Service was improved for the passenger in a number of ways during the fiscal year.

In October a new GO Bus service was introduced to serve the rapidly expanding urban area west of Metropolitan Toronto. Dubbed the Highway 403 service for its routing, it links Oakville and Mississauga with the Yorkdale and York Mills subway stations in north Metro. Carryings started out modestly, but by year end the service was beginning to show encouraging signs of growth and regular passenger usage.

October also saw the launch of Call FIRST, the first automated telephone information system of its kind in North America. A pilot project funded by the Province's Ministry of Transportation, FIRST (For Information Regarding Stop Times) is being tested in Oakville by GO and Oakville Transit and is the

first such computerized telephone system to give information on connections between separate transit services. It operates round the clock, supplementing GO's and Oakville's manual telephone information services.

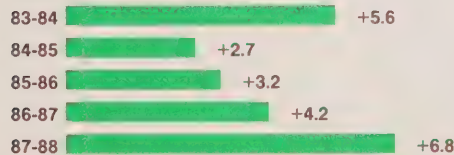
GO broke new ground again in January when it launched Twin Pass jointly with the Toronto Transit Commission. A Ministry of Transportation pilot project as well, Twin Pass offers commuters combined travel on GO and the TTC at a sizeable discount: it lets passengers buy – in a single transaction – their GO adult monthly pass and TTC adult Metropass for \$20 less than the cost of buying both separately. The Twin Pass combination proved instantly popular: more than 10,000 passes were sold in the first three months of operation. Initially targeted at Union Station passengers, the project aims ultimately at fully coordinating travel for commuters in the GTA by letting transit riders

transfer smoothly from one service to another.

At year end, work was well under way for another significant improvement for passengers: expanding Proof of Payment ticketing to the entire rail network. Known simply by its acronym, POP is an honor fare system that was introduced in May 1985 for a trial run on the Milton line; it puts passengers on their honor, doing away with the need to deposit a ticket or show a pass every time on entry or exit – proof of fare payment need only be produced in spot checks by transit enforcement staff. POP will not only streamline the ticketing operation but also make it more convenient to ride GO, especially for commuters on monthly passes, since access to the trains will be impeded only by the random inspections for valid fare media. Much of the fiscal year was devoted to preparing for the change-over to the POP system, scheduled for October 1988.

System Passenger Carryings

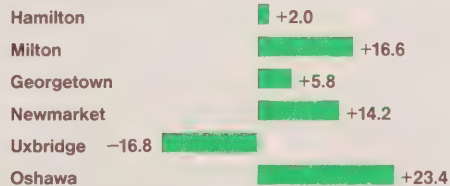
Percentage change over previous fiscal year



Contract service excluded

Bus Corridor Carryings

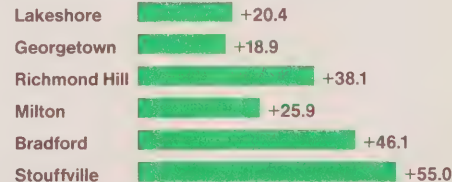
Percentage change 83-84 to 87-88



Contract service excluded

Rail Corridor Carryings

Percentage change 83-84 to 87-88



Cost of service

Despite ever-increasing demand for service by the travelling public, GO Transit kept a tight rein on costs and managed to become even more cost-efficient than before.

It recovered 63.7 per cent of its operating costs through revenue in 1987-88, the best cost recovery performance to date (GO's target is 65 per cent). A fare increase designed to raise revenues by 4.2 per cent was put into effect on July 1. And while expenses and

revenues have increased considerably over the last few fiscal years, the deficit funded by the Province through direct subsidy has changed only marginally; the cost to provide a ride to each passenger has, despite inflation, also been held in line, at approximately \$4.70 for the last four years.

GO will continue to make every effort to improve this performance, to attain the 65-per-cent goal.

Cost Recovery

Percentage of operating costs recovered through revenue



See Notes to financial statements

Expenses, Revenue & Subsidy

\$ Millions

Operating expenses	
Subsidy	Revenue

83-84	106.445	
	59.183	47.262
84-85	118.557	
	63.740	54.817
85-86	121.203	
	64.037	57.166
86-87	125.889	
	67.032	58.857
87-88	133.459	
	67.141	66.318

Financing Per Passenger

Dollars

Operating expenses	
Subsidy	Revenue

83-84	4.37	
	2.43	1.94
84-85	4.74	
	2.55	2.19
85-86	4.69	
	2.48	2.21
86-87	4.68	
	2.49	2.19
87-88	4.65	
	2.34	2.31

Statistics

Corridor	Passengers Carried (Thousands)			Route Kilometres Operated (At year end)		Kilometres Operated (Thousands)	
	1987-88	1986-87	% Change	1987-88	1986-87	1987-88	1986-87
Rail							
Lakeshore	13,140	12,174	+ 7.9	97	97	1,365	1,363
Georgetown	1,523	1,478	+ 3.0	47	47	92	93
Richmond Hill	649	600*	+ 8.2	34	34	83	89
Milton	1,384	1,335	+ 3.7	50	50	90	93
Bradford	260	231	+ 12.6	67	67	31	31
Stouffville	313	300	+ 4.3	46	46	22	22
Total	17,269	16,118	+ 7.1	341	341	1,683	1,691
Bus							
Hamilton	2,261	2,237	+ 1.1	178	178	4,229	4,130
Milton	183	161	+ 13.7	116	60	558	463
Georgetown	1,396	1,376	+ 1.5	217	217	2,415	2,316
Newmarket	4,469	4,149	+ 7.7	323	323	4,071	3,884
Uxbridge	114	117	- 2.6	124	124	380	405
Oshawa	2,689	2,420	+ 11.1	172	172	2,721	2,635
Total	11,112	10,460	+ 6.2	1,130	1,074	14,374	13,833
System Subtotal	28,381	26,578	+ 6.8	1,471	1,415	16,057	15,524
Canada's Wonderland Contract Service	361	347	+ 4.0	29	29	471	467
System Total	28,742	26,925	+ 6.7	1,500	1,444	16,528	15,991

* Incorrect in 1986-87 report

ROLLING STOCK

New equipment

More new buses were bought during the year, and work progressed on the manufacture of new locomotives and bi-level rail coaches.

GO took delivery of 10 102A2 highway buses from Motor Coach Industries and 12 Orion 40-foot transit coaches from Ontario Bus Industries, the latter the first of this type for the GO Bus fleet. The purchases were made under the vehicle acquisition, retirement, and structural assurance program that had been introduced last fiscal year to ensure the fleet is kept maintained in optimal service condition; the roster increased by 20 vehicles as a result to 204 buses at year end.

Rail Car Fleet

Active at year end

83-84	184
84-85	184
85-86	184
86-87	185
87-88	185

Production of new rail equipment to meet expansion needs continued during 1987-88. Two multi-million-dollar orders were in the works: one for 16 new locomotives (eight for expansion, the others to replace the original units GO had started out with in 1967), and one for 63 Bi-level III coaches, the latest version of the innovative doubledecker which GO had introduced in 1978. The new locomotives, designated F59PH, are being designed jointly with General Motors of Canada's Diesel Division, the manufacturer; UTDC Inc. is the bi-levels' maker. Delivery of both is set to begin in the summer of 1988.

Bus Fleet

Active at year end

83-84	186
84-85	185
85-86	184
86-87	184
87-88	204

Maintenance

Construction began on a major, multi-year expansion of Willowbrook Maintenance Depot, GO's train servicing yard on the Lakeshore West line, to handle the new rolling stock being procured for GO Train service expansion. Work completed this year included new storage and bypass tracks and the construction of a storage building and service compound for plant maintenance.

Oil interceptors were installed at Hamilton and Newmarket bus garages, completing a program to protect all maintenance facilities against ecological damage in the event of a fuel spill. Lighting and ventilation improvements were also carried out at GO's main bus garage, Steepprock.

Backshopping of equipment continued, with 21 more cars completed in the bi-level upgrade program retrofitting the original Bi-level I's to Bi-level II standards, and the refurbishing of 30 more buses to enhance appearance and extend service life. As well, the entire bus fleet was outfitted with microprocessor bus ticket issuers (BTIs) to replace obsolete, mechanical fare register equipment.

STATIONS & TERMINALS

Downtown Toronto

Begun in 1978, the extensive redevelopment of Union Station's western approach corridor finished in April 1987 when a new, computerized signal system went into operation, governing train movements through one of the busiest rail junctions in Canada. The project cost \$60 million – borne entirely by the Province of Ontario – and included the \$10-million GO concourse built in 1979 and some \$6 million in improvements since.

Union Station works this fiscal year included preparing for the switch to POP ticketing, and installing new electronic signage and public address equipment under a major

upgrade of the station's existing passenger information system. Improvements will continue to be made to meet anticipated demand for GO Train service in the downtown core: GO Transit is developing a master plan for the station that will consider the long-range needs of major development projects such as SkyDome, Toronto's covered stadium being built in the adjacent railway lands, and various commercial and office complexes near the station. Short-term improvements are also being planned, including better access to the TTC subway, and the Harbour-front LRT line under construction.



Other stations

Numerous works were undertaken at various train stations and bus terminals through the year.

Parking lots were expanded at Brampton, Clarkson, and Erindale stations, increasing the system's total capacity by 750 spaces to 17,600; expansions proposed for fiscal 1988-89 include Richmond Hill, Port Credit, Oakville West, and Markham stations.

The multi-year tunnel repair program progressed on the Lakeshore and Georgetown corridors, GO's oldest rail routes, as did the program to rehabilitate train platforms at various stations in the system.

CN Rail continued rehabilitating track on the GO Train system, of which GO's share was \$5 million in 1987-88; most of the work was ballast and tie renewal along the Lakeshore West between Exhibition and Port Credit stations and entailed the replacement of about 46,000 ties.

On the bus side, structural improvements continued at Hamilton Bus Terminal to extend its serviceable life.

◀ *GO Train system switches to POP honor fare ticketing in October 1988*

THE FUTURE

Major expansions and improvements figure prominently in GO Transit's future.

Work continued apace on extending the Proof of Payment ticketing system (covered

earlier in this report) and on the GO Train Service Expansion Program, GO's biggest expansion ever, now in the final stages of construction. GO Transit was also actively involv-

ed in the Province's formulations of strategic directions for transportation in the Greater Toronto Area.

GO Train Service Expansion Program



▲ *Whitby station going up; concrete ties are a GO first*

The expansion progressed on schedule. Unveiled in 1985, the program comprises extension of full rail service on the Lakeshore line east from Pickering to Whitby and west from Oakville to Burlington; expansion of Milton line train service; purchase of rolling stock; and expansion of Willowbrook Maintenance Depot to handle the expanded fleet (both detailed earlier).

On the Lakeshore East extension, all major civil works contracts for trackbed and bridges were completed this fiscal year. A sod-turning ceremony in August marked the start of construction of the new Whitby station. Highway 401's new Westney Road interchange in Ajax officially opened in December. Construction began on Ajax station's platform foundations, as well as renovations to Pickering station. Wayside power for train layover was installed, and signal structure and cable installation was finished, with intensive testing of the signal system scheduled for the summer of 1988. All

construction proceeded on schedule, and GO began marketing the extension to the public under the name GO Points East. The 15-kilometre extension will be the first route operated on GO's own right-of-way and the first to use concrete ties.

On the Lakeshore West, construction began on a second platform at Burlington station and a new station at Appleby midway between Burlington and Oakville West stations; when it goes into service in October 1988, Appleby should relieve parking lot congestion at the existing Burlington station. CN Rail continued with detailed rail traffic analysis of the Toronto to Burlington corridor to identify the plant improvements needed for full service into Burlington in the early 1990s (the first phase of this extension had begun in October 1986 with improvements to rush-hour service).

Meanwhile, the preferred alignments for both the Burlington to Hamilton and the Whitby to Oshawa routes were identified, and the public consultation and environmental assessment process continued in conjunction with the Ministry of Transportation.

On the Milton line, work also progressed on schedule. This expansion will increase capacity from three to five weekday-rush-hour trips and is scheduled for completion in December 1988. The work included con-

struction of a third mainline track by CP Rail, and station improvements and parking lot expansion at Erindale.

Strategic directions

The Ontario Government's long-range transportation thrust for the Greater Toronto Area (GTA) took shape during the year, with GO Transit playing an active role in the consultative process.

The Provincial budget of May 1987 announced new funding for transportation investment across the province to the tune of \$290 million over three years, \$130 million of which was earmarked for the GTA. GO's share of this funding, known as OTII, for Ontario Transportation Investment Initiatives, was \$2.4 million for the first year; the money was deployed for fare integration and service coordination improvements, which included Twin Pass and new studies into improving the physical transfer between GO and other transit systems, and in short-term operational improvements that included the Highway 403 bus service and a new Bolton bus service scheduled to be launched early the next fiscal year. OTII also called for the development of a network of intermodal "gateways" to make it easier for commuters to transfer from cars to transit, or from buses to rapid transit.

The Province's Transit Advisory Group, charged to investigate means of improving interregional transit in the GO service area, released its findings in December 1987. GO Transit endorsed all of the report's recommendations save one: it did not support a proposal to establish a new agency to coordinate interregional transit, maintaining that this function can be effectively accomplished under the Ministry of Transportation's existing structure through the assignment of appropriate mandates and responsibilities.

At year end, the Province had also completed a further extensive investigation of the GTA's transportation priorities in conjunction with GO, the TTC, and the area's municipalities; this joint review's recommendations were scheduled to be announced early in fiscal 1988-89. A Ministry of Transportation task force on improving accessibility to conventional transit for the disabled and the elderly was also wrapping up its findings by year end - findings that GO will be assessing carefully over the next year to reconfirm its policy and direction in this area.

Objectives

GO Transit (the Toronto Area Transit Operating Authority) is an Agency of the Crown established to:

Design and operate interregional transit for people whose travel takes them through more than one regional municipality;

And encourage convenient and efficient meshing of the transit systems operating in the Greater Toronto Area and interfacing with the GO Transit network.

Area of jurisdiction

GO Transit is a voluntary association, empowered by legislation, of the Regional Municipalities of Peel, York, Durham, Halton, and Hamilton-Wentworth, the Municipality of Metropolitan Toronto, and the Province of Ontario.

Membership

GO Transit's Board comprises seven Members: the Chairman, appointed by the Lieutenant Governor in Council, and, ex officio, the Chairmen of the Councils of Peel, York, Durham, Halton, Hamilton-Wentworth, and Metropolitan Toronto.

It reports to Cabinet through the Minister of Transportation.

Members

L.H. PARSONS

Chairman

G.H. HERREMA

Vice-Chairman of the Board

Chairman, Council of

The Regional Municipality of Durham

R.F. BEAN

Chairman, Council of

The Regional Municipality of Peel

C.D. FLYNN

Chairman, Council of

The Municipality of Metropolitan Toronto

E.R. KING

Chairman, Council of

The Regional Municipality of York

P.D. POMEROY

Chairman, Council of

The Regional Municipality of Halton

W.L. SEARS

Chairman, Council of

The Regional Municipality of
Hamilton-Wentworth

Minister

The Honourable ED FULTON

Minister of Transportation

Officers

T.G. SMITH

Managing Director

Secretary to the Board

A.M. ROBINSON

Director, Finance

Treasurer to the Board

J.A. BROWN

Executive Director, Operations

H.W. CLELLAND

Executive Director, Engineering,

Development and Plant

D.A. SUTHERLAND

Executive Director, Planning,

Finance and Administration

Executive staff

Reporting to the Chairman is the Managing Director, under whom are the Executive Directors of GO's three Divisions:

The Operations Division is responsible for the delivery of transportation service to the public and for rolling stock acquisition and maintenance. The Planning, Finance and Administration Division is charged with business and strategic planning and the organization's finance and administration. Responsible for engineering and development and plant management is the Engineering, Development and Plant Division.

Employees



▲ *Bus driver Hugh Scott*

GO Transit's work force numbers about 900, ranging from front-line personnel such as bus drivers, ticket sellers, and transit enforcement staff, to behind-the-scenes employees



▲ *Cooksville station attendant Dani Tollefson*

like mechanics, maintenance crews, telephone information staff, operations controllers, dispatchers, and office staff. Another 500 employed by CN Rail, CP Rail, Gray

Coach Lines, and Charterways – GO's operating contractors – are also directly involved in running the system as bus drivers and train crew and servicing personnel.



Transit enforcement officers ▲
Craig Haswell (left), Barb Turner,
and Devon Williams

◀ Mechanics Colin Mayers (left)
and Luciano Ricci
at Steepprock Bus Garage

To the Members of the
Toronto Area Transit Operating Authority,
the Minister of Transportation
and the Provincial Auditor:

We have examined the balance sheet of the Toronto Area Transit Operating Authority as at March 31, 1988 and the statements of equity, operations and changes in financial position for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as we considered necessary in the circumstances.

In our opinion, these financial statements present fairly the financial position of the Authority as at March 31, 1988 and the results of its operations and the changes in its financial position for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Peat Marwick.

Peat Marwick
Chartered Accountants

Toronto, Canada
May 24, 1988

TORONTO AREA TRANSIT OPERATING AUTHORITY
BALANCE SHEET AS AT MARCH 31
(In thousands of dollars)

Assets

Current	1988	1987
Cash	\$ 61	\$ 1,436
Accounts receivable	2,217	2,094
Deposit with Canadian National Railway Company	14,250	12,600
Due from the Province of Ontario	33,136	13,825
Spare parts and supplies	1,245	1,269
Prepaid expenses	415	193
	<u>51,324</u>	<u>31,417</u>
Fixed		
Land	24,922	24,922
Buildings and equipment (Note 2)	147,851	159,356
Leasehold improvements, net of accumulated amortization of \$699 (1987 - \$410)	5,075	5,364
Improvements to railway right of way and railway plant, net of accumulated amortization of \$43,074 (1987 - \$36,333)	91,859	100,098
Construction in progress		
Toronto Transportation Terminal Project	31,577	32,727
GO Train Service Expansion Program	137,363	62,221
Other	30,884	5,098
	<u>469,531</u>	<u>389,786</u>
	<u>\$520,855</u>	<u>\$421,203</u>

Liabilities

Current	1988	1987
Accounts payable and accrued liabilities	\$ 47,524	\$ 27,683
Unearned revenue in respect of tickets sold and not used	940	962
	<u>48,464</u>	<u>28,645</u>

Equity

Province of Ontario	472,391	392,558
	<u>\$520,855</u>	<u>\$421,203</u>

Commitments (Note 6)

On behalf of the Members

Chairman

L.H. Parsons

Member

J. McKenna

See accompanying notes to financial statements.

STATEMENT OF EQUITY

FOR THE YEAR ENDED MARCH 31

(In thousands of dollars)

	1988	1987
Equity at beginning of year	\$392,558	\$322,209
Capital contribution from the Province of Ontario	99,417	88,382
	491,975	410,591
Amortization of capital contributions	(19,584)	(18,033)
Equity at end of year	<u>\$472,391</u>	<u>\$392,558</u>

STATEMENT OF OPERATIONS

FOR THE YEAR ENDED MARCH 31

(In thousands of dollars)

	1988	1987
Revenue		
Commuter services	\$ 63,880	\$ 56,700
Sundry revenue (Note 4)	2,438	2,157
	66,318	58,857
Expenses (Note 5)		
Train and bus operations	78,742	77,134
Terminals and plant	35,039	31,755
General and administration	19,678	17,000
	133,459	125,889
Loss from operations	67,141	67,032
Operating subsidy from the Province of Ontario including amortization of capital contributions of \$19,584 (1987 - \$18,033)	67,141	67,032
Net income for the year	<u>\$ —</u>	<u>\$ —</u>

See accompanying notes to financial statements.

STATEMENT OF CHANGES IN FINANCIAL POSITION

FOR THE YEAR ENDED MARCH 31

(In thousands of dollars)

	1988	1987
Cash from (used in) operations		
Revenue	\$ 66,318	\$ 58,857
Expenses	(133,459)	(125,889)
Adjustments for non-cash items:		
Depreciation and amortization	19,584	18,033
(Gain) loss on sale of fixed assets	(106)	7
	(47,663)	(48,992)
Net change in non-cash working capital balances	17,848	(6,721)
	(29,815)	(55,713)
Cash from (used in) investment		
Fixed asset additions	(99,417)	(88,382)
Fixed asset disposals	194	680
	(99,223)	(87,702)
Cash from financing		
Province of Ontario		
Operating subsidy	46,836	53,100
Capital contributions		
GO Train Expansion	57,600	56,908
Other	23,227	33,700
	127,663	143,708
Net increase in cash	(1,375)	293
Cash, beginning of year	1,436	1,143
Cash, end of year	\$ 61	\$ 1,436

See accompanying notes to financial statements.

NOTES TO FINANCIAL STATEMENTS

FOR THE YEAR ENDED MARCH 31, 1988

(In thousands of dollars)

1. Significant accounting policies

These financial statements are prepared by management in accordance with accounting principles generally accepted in Canada. The significant accounting policies are as follows:

(a) Spare parts and supplies

Spare parts and supplies are valued at the lower of cost and replacement cost.

(b) Fixed assets

Fixed assets are valued at cost.

The Authority provides for the depreciation and amortization of the various classes of assets over their estimated useful lives on a straight line basis. Depreciation for locomotives and auxiliary power control units is calculated using a straight line rate applied to cost plus an estimation of future overhaul costs.

Buildings and equipment

Shelters and ticket booths	5 years
Other buildings	20 years
Locomotives and auxiliary power control units	25 years
Other railway rolling stock	25 years
Buses	12 years
Parking lots	20 years
Sundry — Furniture and fixtures	12 years
— Other	3-5 years
Improvements to railway right of way and railway plant	20 years
Leasehold improvements	20 years

(c) Commuter services revenue

Revenue is recognized when the transportation service is provided. Unearned amounts are reflected in the balance sheet as current liabilities.

(d) Subsidies

Operating subsidies paid by the Province of Ontario are treated as reductions of operating losses. Capital contributions from the Province of Ontario are included in equity and are amortized to income over the useful lives of the related assets.

2. Buildings and equipment

	1988		1987	
	Cost	Accumulated depreciation	Net book value	Net book value
Buildings	\$ 33,427	\$ 13,562	\$ 19,865	\$ 21,458
Locomotives and auxiliary power control units	31,059	17,011	14,048	15,693
Other railway rolling stock	143,138	46,495	96,643	102,636
Buses	24,137	14,482	9,655	11,670
Parking lots	7,718	3,040	4,678	5,063
Sundry	7,057	4,095	2,962	2,836
	<u>\$246,536</u>	<u>\$ 98,685</u>	<u>\$147,851</u>	<u>\$159,356</u>

3. Operating agreements

A significant amount of the services provided by the Authority are operated by outside parties using vehicles and rolling stock owned by the Authority. Charges from the parties in respect of the operating agreements are recorded on an incurred and estimated basis. These services are governed by the following agreements:

Canadian National Railway Company
 Canadian Pacific Limited
 Gray Coach Lines
 Charterways Transportation Limited

4. Sundry revenue

The details of sundry revenue are as follows:

	1988	1987
Interest income	\$ 203	\$ 197
Rentals - rolling stock	229	53
Rentals - space	589	614
Advertising revenue	212	245
Commissions - ticket sales	582	553
Gain (loss) on sale of fixed assets	106	(7)
Other	517	502
	<u>\$ 2,438</u>	<u>\$ 2,157</u>

5. Expenses

Further details of expenses are as follows:

	1988	1987
Salaries, wages and fringe benefits	\$ 28,099	\$ 24,400
Payments to outside parties for operation of services	45,985	46,512
Fuel and oil	8,434	7,682
Other expenses	21,612	19,220
	<u>104,130</u>	<u>97,814</u>
Leases, rentals and user charges	9,745	10,042
Depreciation and amortization	19,584	18,033
Total expenses	<u>\$ 133,459</u>	<u>\$ 125,889</u>

Of the total expenses above, \$104,130 (1987 - \$97,814) is recognized as recoverable, in part, from passengers and other sources of revenue. The target amount to be ultimately recovered has been established by the Authority at 65% of the recoverable expenses. In 1988, total revenue amounted to \$66,318 (1987 - \$58,857) and represents a recovery of 63.7% (1987 - 60.2%) of the recoverable expenses.

6. Commitments

(a) Purchase of bi-level commuter rail cars

The Authority has entered into a contract with the Urban Transportation Development Corporation (U.T.D.C.) for the purchase of 63 bi-level commuter rail cars. Under the terms of the contract the Authority is required to pay progress billings to U.T.D.C. at certain stages of the cars' manufacture. These payments are included in Construction in progress, GO Train Service Expansion Program, in the balance sheet. Progress billings paid to March 31, 1988 are \$30,337 (1987 - \$12,403).

The balance of the purchase price for the cars of \$60,535 will be paid out over the next 2 years.

(b) Purchase of locomotives

The Authority has entered into a contract with General Motors of Canada Ltd. for the purchase of 8 locomotives for the heavy rail expansion program and 8 replacement locomotives. Under the terms of the contract \$18,508 (1987 - \$1,812) has been paid in progress billings. These payments are included in Construction in progress, GO Train Service Expansion Program and Construction in progress, other in the balance sheet.

The balance of the purchase price for the locomotives of \$18,508 will be paid out over the next 2 years.

(c) Toronto Transportation Terminal Project

The Toronto Transportation Terminal Project initially involved the Province of Ontario, the Authority, the Government of Canada, the Canadian National Railway Company, Canadian Pacific Limited and the Toronto Terminals Railway Company. As the parties could not reach agreement on a satisfactory cost sharing arrangement for the capital costs of the project, work is proceeding at the Authority's expense on a modified program which provides only for the immediate needs of the Authority's services.

(d) Leases

Minimum operating lease payments in each of the next five years and in aggregate are as follows:

1988 - 1989	\$ 2,565
1989 - 1990	2,595
1990 - 1991	2,456
1991 - 1992	2,265
1992 - 1993	2,242
Thereafter	12,176
	<u>\$24,299</u>

In addition to the commitments above, the Authority has entered an agreement to lease land which expires in 2079. The annual rental under this lease is one hundred and fifty-three thousand dollars.

7. Pensions

The Authority provides pension benefits for substantially all its permanent employees through participation in the Public Service Superannuation Fund established by the Province of Ontario. The Authority's share of contributions to the plan during the year was \$1,165 (1987 - \$952). This amount represents the total obligation of the Authority and is included in employee benefits in the Statement of Operations.

8. Board remuneration

Total remuneration of Members of the Board of Directors was forty-five thousand six hundred and ninety-five dollars during the fiscal year.

9. Comparative figures

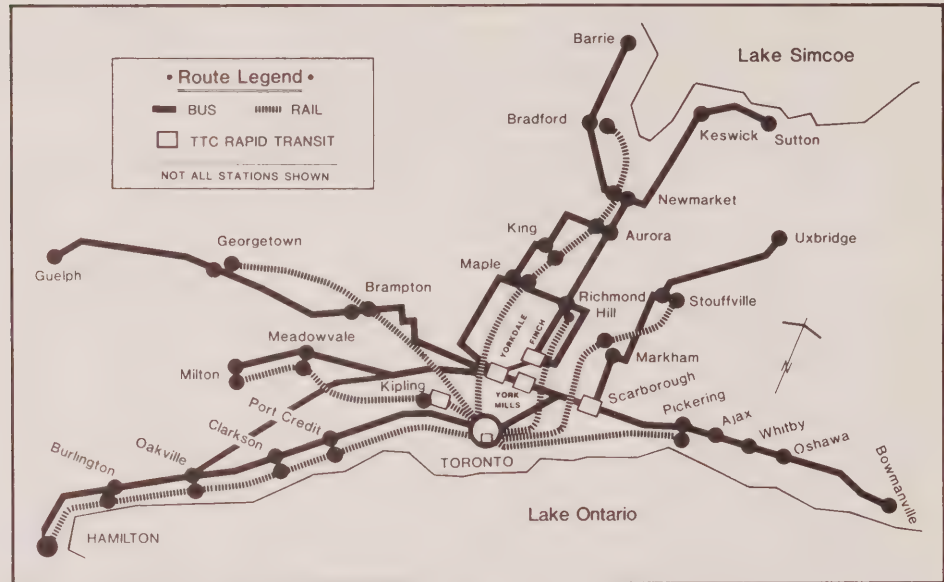
Certain comparative figures have been reclassified to conform to the presentation adopted in the current year.



From September 1988:

1120 Finch Avenue West
Toronto (Downsview), Ontario
Canada
M3J 3J8

Phone: (416) 665-9211
Fax: (416) 665-9006



The GO Train and GO Bus network at March 31, 1988 ▲

© Queen's Printer for Ontario, 1988

Photos: Ontario Ministry of Transportation and GO Transit



Ontario



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GO Transit Annual Report

For the year ended
March 31, 1989



Toronto Area
Transit Operating
Authority



Ontario



1120 Finch Avenue West
Toronto (Downsview), Ontario
Canada
M3J 3J8

GO Transit

(416) 665 9211 Fax (416) 665 9006

27 July 1989

The Honourable Ed Fulton
Minister of Transportation
Ferguson Block
Queen's Park
Toronto, Ontario
M7A 1Z8

Dear Mr. Minister:

It is my honour, on behalf of the Members of the Board,
to present the 1988-89 annual report of the Toronto Area
Transit Operating Authority.

It is also my pleasure to extend our thanks to you and your
staff at the Ministry of Transportation for your continuing
co-operation and assistance, a special relationship which
we at GO Transit hope will continue to grow.

Respectfully submitted,

Louis H. Parsons
Chairman



Ministry
of
Transportation

Ministère
des
Transports

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto, Ontario
M7A 1Z8

Édifice Ferguson, 3^e étage
77, rue Wellesley ouest
Toronto (Ontario)
M7A 1Z8

Office of the
Minister

Bureau du
ministre

(416) 965-2101

28 July 1989

The Honourable Lincoln M. Alexander
Lieutenant Governor of Ontario
Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A1

May It Please Your Honour:

I have the privilege of presenting for the information of
Your Honour and the Legislative Assembly the report of the
activities of the Toronto Area Transit Operating Authority
for the year ended 31 March 1989.

Respectfully submitted,

Ed Fulton
Minister

THE CHALLENGE OF CHANGE

We have just completed a year of growth unsurpassed in the history of GO Transit. The burgeoning populations of the Greater Toronto Area's (GTA) communities continued to rise, and I am proud to look back on a year that tested and proved GO's resourcefulness and innovation in responding to an unprecedented demand for service.

Our response to the urgent needs of the communities we serve took many forms and included every aspect of our service, touching on equipment, stations, parking, and even our system of fare collection. In moves which will be outlined in this annual report, we made alterations and implemented strategies to create and improve service to passengers.

Our POP (Proof of Payment) honour fare system was implemented across the GO Train network on October 30, 1988. The system is designed to allow passengers, especially regular commuters who carry a monthly pass, to move more quickly to their train. Under the system, passengers are not required to show their ticket to an on-duty attendant and can simply board their train on arrival at the station. The system had been tried successfully on the

Milton line and has now proven its benefits to all of our GO Train passengers.

And as if more proof of our commitment to passenger service were needed, we introduced our new F59PH locomotive, the product of an innovative re-design created especially for commuter service. And a third generation of the original bi-level commuter car was added to our fleet this year. The new coach boasted numerous design improvements for passenger comfort and safety.

But the biggest addition to GO service came on December 5, 1988, when 15 km of brand new track were introduced into service, extending the Lakeshore train line eastward from Pickering to Whitby. This expansion marked a milestone in our history as we laid our own track for the first time. Two new stations were built, and an opening celebration showed the community support we depend upon clearly in evidence. Over 2,000 Durham Region residents came out to their local GO stations to join in festivities that included a spectacular banner-breaking by two GO Trains running parallel.

Finally, ridership reached a new peak: we carried well over 30 million passengers on the

system, a landmark figure, and a far cry from the 2.5 million carried in our first year of operation, along a single rail line.

Forecasts for the future predict an even heavier demand on transportation services. GO, with the help and co-operation of the Province and the municipalities of the GTA, plans to meet the changing demands of the future with the same dedication of the past. I would like to especially thank our Board Members, who represent the Regions GO serves, for their participation and guidance this year as we sought to fulfil community needs. We all look forward to the challenges and rewards of tomorrow at GO Transit.

A handwritten signature in dark ink, appearing to read "L.H. Parsons". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

L.H. PARSONS
Chairman

A COMMITMENT TO SERVICE

For GO Transit, fiscal 1988-89 was a year of firsts. Primary among them was the laying of GO's own track east of Pickering and successful opening of rail service there, and surpassing the ridership high of 30 million passengers. In addition, for the first time, we exceeded our target of recouping 65% of our operating costs at the farebox. This past year, revenue accounted for 68.5%, while our operating subsidy was trimmed from \$47.6 million the previous year to \$45.9 million.

Our use of the funds available to us also

reached a peak level of efficiency. Through improved productivity, the average cost of carrying one rider on the GO system has remained at a consistently low \$4. Clearly, public subsidy is being kept at a stable minimum.

At GO Transit we are proud of the many changes and innovations that were introduced in the past year, and I congratulate all employees on their commitment and ability to respond to significantly increased demand while maintaining a quality service.

The pages following outline a year of success like no other we have had. I believe this report conveys the strength of our commitment — past, present, and future — to a service that puts the passenger first.



T.G. SMITH
Managing Director



▲ A first: trains on track built by GO at the new Whitby station.

Cover: Two GO Trains running parallel break a huge banner strung across the tracks at the Whitby service extension grand opening.

Ridership

It was a banner year for GO as total system carryings exceeded the 30-million mark. While bus ridership dipped, more people than ever rode the rails, resulting in a 5.8% increase in total ridership over the previous year. The most dramatic increases were on the branch lines; ridership on the Richmond Hill line was up just over 19%, and just over 20% on the Bradford line. Lakeshore carryings rose by 1.6 million, compared to an increase of 1.2 million in the previous fiscal year.

Ridership increases were due in part to the continuing population growth among the communities served by GO. With highways jammed, commuters turned to transit as the obvious alternative. The extension of the Lakeshore line east to Whitby also attracted riders to the rail system. Since the new line opened in December 1988, average weekday ridership on the Lakeshore East had risen by more than 2,500 trips at year end. Of those, 1,500 were being taken by passengers who formerly rode the GO Bus system and had switched to the extended train service, and 1,000 were being taken by customers who were brand new to the GO system.

The general decline in bus ridership was not unexpected as the volume of traffic on the roads shared by GO Buses in the Greater

Toronto Area continued to escalate. Only two bus routes could boast ridership increases: Finch-Bayview passenger counts were up considerably (27.4%), reflecting residential and commercial development in York Region, and the Brampton-Guelph route gained 1,000 riders over the course of the year.

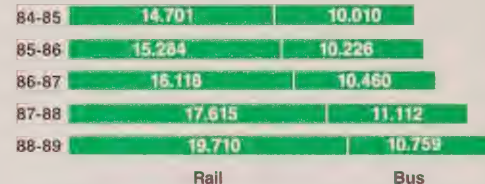
Off-peak travel is now a staple of GO's service, bringing patrons to special events such as Toronto Blue Jay baseball games, Toronto Argonaut football games, the annual Canadian National Exhibition, and numerous other public shows and events.

In another first for GO, plans were being made at year's end for off-peak service on the Milton and Richmond Hill train lines to serve events at Toronto's SkyDome stadium, the new home of the Blue Jays and Argos.

A non-refundable Day Pass was introduced for special-event and non-regular riders. A round-trip ticket good for one day's unlimited travel between two points on the GO system, the Day Pass does not have to be cancelled at station ticket cancellers, and makes using GO easy for passengers who are not familiar with POP.

Passenger Carryings

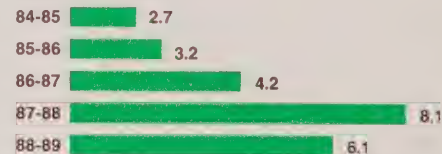
Millions



Contract service excluded

System Passenger Carryings

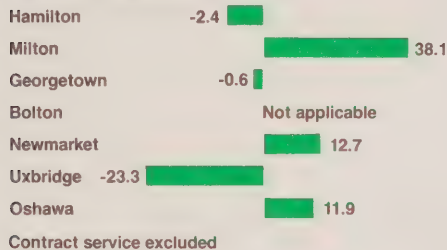
Percentage change over previous fiscal year



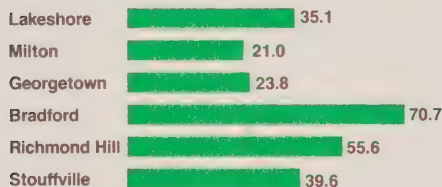
Contract service excluded

Bus Corridor Carryings

Percentage change 84-85 to 88-89

**Rail Corridor Carryings**

Percentage change 84-85 to 88-89

**Service Improvements**

The largest rail expansion in GO's history was completed in 1988, and culminated in a well-attended opening ceremony on December 4, the day before service began. The expansion east from Pickering to the Lakeshore's new end-of-line terminus, Whitby, was a \$109 million project (not including new equipment acquisitions) that featured 15 km of new track laid by GO Transit, and the construction of new stations at Ajax and Whitby. The two new stations were designed for the POP honour fare system which went into effect in October, and were fashioned to complement existing town architecture. At Ajax, GO for the first time worked in tandem with a private developer to create Transit Square, a commercial and retail development on the site of the station.

In both Ajax and Whitby, fare integration agreements were implemented to provide free local bus transportation to GO passengers. Fewer riders than expected took advantage of the free bus rides to the new stations in the first three months of operation, and as a result, parking lot capacities were strained to the limit. By the end of fiscal 1988-89, however, plans for parking expansion and an enhanced Whitby Transit schedule promised to alleviate congestion.

The first GO station designed specifically for the POP system opened on September 19, 1988. The \$6.85-million Appleby station was built to allow residents of the eastern areas of

Burlington more convenient access to GO Train service, and was an immediate success with the commuting public.

While the highlights of improved service in the past year were topped by the newly-built facilities, the availability of new rolling stock allowed GO to also expand its existing services. On the morning of January 9, 1989, passengers using the Milton line were able to choose from five rush hour trains instead of three; the same date marked the inception of a fourth homebound Milton train in the rush hour, and another departure at 7:30 p.m. for those who work, shop, or dine late. Evening transportation was instituted on the Georgetown and Stouffville routes as well; GO Buses provide homebound service to line stations following the afternoon rush hour. Plans were also under way at year's end for an early-evening train on the heavily used Richmond Hill line.

With demand for commuter service the highest it's ever been, the Lakeshore West was suffering from congestion, and by the early months of 1989 had reached a crisis point. A GO innovation with co-operation from the operator, CN Rail, resulted in rescue in the form of a 12-car train on the most popular runs, this despite the limitations of 10-car-length platforms.

Along with the successful expansion of the POP system across the GO Train network, the year saw GO extend acceptance of the TTC/GO Twin Pass to all Metro Toronto rail stations. The Twin Pass allows riders to purchase

monthly TTC and GO passes in one transaction, and at a \$20 discount, and is an example of fare integration among transit organizations that GO pioneered and remains committed to. GO also maintains fare integration agreements with Oakville, Burlington, Mississauga, Brampton, Pickering, Ajax and Whitby Transit, allowing pre-ticketed GO passengers a free or substantially discounted ride to the GO Train station on their local carriers.

In response to growth in the Bolton-Palgrave area, GO instituted bus service to Toronto. The new service, financed by the Province's OTII (Ontario Transportation Investment Initiatives) fund, began May 2, 1988 as an alternative to driving through heavy traffic on Highway 50.

In the west, a bus shuttle between Oakville and Appleby GO Train stations was implemented to provide more convenience to commuters. In the east, the Whitby rail station became the new eastern hub of the system, replacing Pickering, and bus service was realigned to make the new terminus the focus of eastern service.

GO continued to assume direct operation of its bus corridors from contractors. This fiscal year saw the Hamilton corridor service come under GO's operating control, leaving only the Oshawa corridor, which will be run directly by GO as of December, 1989.

The Highway 403 bus service was improved, with stops being added in the Square One shopping centre area. And GO's commitment to co-ordination with municipal transit



▲ All six train lines meet at Union Station, the heart of downtown Toronto and the GO Train network. Here, passengers board during the afternoon rush hour.

was underlined by its participation in South York Region's One Bus Transfer program: beginning November 6, 1988, passengers were able to travel on the Markham, Vaughan, Richmond Hill and GO Transit systems within South York Region on a single transfer.

Wherever possible, GO has expanded parking lots to meet ever-increasing demand. Over 2,700 parking spaces were added to the system in fiscal 1988-89, bringing the total capacity to 20,197 spots. Major parking lot expansions took place at Erindale, Port Credit, Oakville, Oakville West and Appleby stations. Capacity increases for the next fiscal year are planned for Richmond Hill, Langstaff, King City, Markham, Etobicoke North, Eglinton, Scarborough and Rouge Hill stations. Ajax and Whitby stations will see major expansions, while Appleby and Oakville will be increased again.

At year's end plans were under way to create an additional major entrance into the GO concourse from the TTC area of Union Station to provide more room for increasing pedestrian traffic moving through the downtown transportation centre. And with the expansion of the POP system across the GO Train network, ticket collection booths and railings were removed and replaced with folding gates that can be used to direct passengers if congestion warrants.

Subsidy

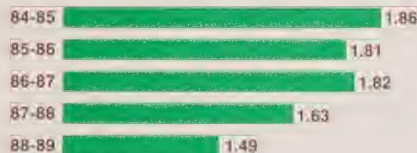
\$ Millions



Operating subsidy, excluding amortization

Subsidy Per Passenger

Dollars



Operating subsidy, excluding amortization

Cost Per Passenger

Dollars



Operating cost, excluding amortization

Cost Recovery

Percentage of operating costs recovered through revenue



See Notes to financial statements

<i>Statistics</i>		Passengers Carried (Thousands)			Route Kilometres Operated (At year end)		Kilometres Operated (Thousands)	
Corridor		1988-89	1987-88	% Change	1988-89	1987-88	1988-89	1987-88
Rail								
Lakeshore		15,061	13,435*	+12.1	112	97	1,513	1,365
Georgetown		1,678	1,563*	+ 7.4	47	47	96	92
Richmond Hill		786	660*	+19.1	34	34	84	83
Milton		1,536	1,384	+11.0	50	50	101	90
Bradford		314	260	+20.8	67	67	32	31
Stouffville		335	313	+ 7.0	46	46	24	22
Total		19,710	17,615*	+11.9	356	341	1,850	1,683
Bus								
Hamilton		2,149	2,261	-5.0	178	178	4,203	4,229
Milton		221	183	+20.8	116	116	734	558
Georgetown		1,342	1,396	-3.9	283	217	2,437	2,415
Bolton		13	—	—	66	—	90	—
Newmarket		4,420	4,469	-1.1	323	323	4,017	4,071
Uxbridge		102	114	-10.5	178	124	389	380
Oshawa		2,512	2,689	-6.6	174	172	2,636	2,721
Total		10,759	11,112	-3.2	1,318	1,130	14,506	14,374
System Subtotal		30,469	28,727*	+6.1	1,674	1,471	16,356	16,057
Canada's Wonderland Contract Service		320	361	-11.4	29	29	409	471
System Total		30,789	29,088*	+5.8	1,703	1,500	16,765	16,528

*Revised from 1987-88 report: monthly pass usage formula adjusted.

Rolling Stock

Brand new equipment rolled in during the 1988-89 fiscal year, featuring a third generation of bi-level cars, and locomotives designed expressly for commuter travel. GO received delivery of 16 F59PH locomotives, which were designed jointly by General Motors Canada and GO Transit with the goal of making this model GO's standard engine. The order was produced in London, Ontario at a cost of \$36.5 million. During the year, a \$28.5 million order for 12 more locomotives was placed with GM.

The distinctive green-and-white bi-level passenger cars remained popular with the com-

muting public. The first of the third generation of bi-levels rolled off the assembly line of the manufacturer, UTDC Inc. in Thunder Bay, Ontario, late in 1988. By fiscal year's end, most of the order of 54 trailer cars and 9 cab cars, worth \$82.8 million, had been delivered, and a \$85.2 million order for 60 Bi-Level IV cars had been placed with UTDC.

Ten new two-axle highway buses were ordered and received from Winnipeg's Motor Coach Industries as replacements for ten buses slated for retirement, maintaining the fleet total at 204. The \$2.5 million order was part

of GO's long-term replacement-retirement plan which will see new buses gradually succeeding the old fleet.

Work was completed on the three-year expansion of the Willowbrook train maintenance depot, and the result is yard storage capacity for an additional six trainsets. The past year's additions also included diesel and coach shop expansions and the construction of a 5-metre-high sound barrier along the residential side of the facility to reduce the noise from locomotives.



▲ GO Buses line up for boarding passengers at Ajax station.

The Future

Increased service on GO's branch lines will be a future priority, along with improvements on the Lakeshore line. At year's end, preliminary engineering work with GO's rail operators, CN and CP, had begun with the goal of determining requirements for general service expansion.

A number of long-range expansion projects were already under way or in the planning stage at year's end. All-day Lakeshore service to Burlington is scheduled for start-up in 1992, and rail extensions to Hamilton and Oshawa are in the planning stages, currently undergoing environmental assessments by the Province.

Service improvements are also scheduled for the immediate future, including a morning and early-evening Richmond Hill train along with more service enhancements on the Lakeshore West in June 1989. Morning and evening Stouffville trains were also being planned to

complement current service. All of these improvements were expected to be implemented as equipment and other resources become available.

The lengthening of Georgetown trains will be made possible by improvements which will be made at the Georgetown layover, allowing storage of longer trains. And GO's new branch-line off-peak service was set to begin with SkyDome's official opening on June 3, 1989.

All six bus corridors will be under GO's direct operation as of December, 1989, when the Oshawa corridor becomes GO-controlled. It is currently the only corridor still contractor-operated.

Strategic Directions

In May of 1988, the Ontario Minister of Transportation announced plans for stepped-up development of public transit in the Greater Toronto Area. GO's response to these initiatives was to plan and introduce new service that dealt effectively with the needs of an ever-increasing number of commuters. GO will not only expand its own service to meet these needs in the future, but is committed to further integration and co-operation with municipal carriers — efficient public transit must be made available to the majority.

Clearly, the significant role that GO must play in the evolution of public transit is recognized by the Ministry of Transportation, and GO in turn recognizes its own responsibility to provide the highest quality service in the most cost-efficient way.

For those who adhere to that commitment, service demands that will reach new heights in the near future pose an important challenge. GO will use its experience of the past and its vision of the future to meet that challenge.

Rail Car Fleet

Active at year end

84-85	184
85-86	184
86-87	185
87-88	185
88-89	234

Bus Fleet

Active at year end

84-85	185
85-86	184
86-87	184
87-88	204
88-89	204

Objectives

GO Transit (the Toronto Area Transit Operating Authority) is an Agency of the Crown established to:

Design and operate interregional transit for people whose travel takes them through more than one regional municipality;

And encourage convenient and efficient meshing of the transit systems operating in the Greater Toronto Area and interfacing with the GO Transit network.

Area of Jurisdiction

GO Transit is a voluntary association, empowered by legislation, of the Regional Municipalities of Peel, York, Durham, Halton and Hamilton-Wentworth, the Municipality of Metropolitan Toronto, and the Province of Ontario.

Membership

GO Transit's Board comprises seven Members: the Chairman, appointed by the Lieutenant Governor in Council, and, ex officio, the Chairmen of the Councils of Peel, York, Durham, Halton, Hamilton-Wentworth, and Metropolitan Toronto.

It reports to Cabinet through the Minister of Transportation.

Members

L.H. PARSONS

Chairman

G.H. HERREMA

Vice-Chairman of the Board

Chairman, Council of

The Regional Municipality of Durham

R.F. BEAN

Chairman, Council of

The Regional Municipality of Peel

E.R. KING

Chairman, Council of

The Regional Municipality of York

P.D. POMEROY

Chairman, Council of

The Regional Municipality of Halton

A. TONKS

Chairman, Council of

The Municipality of Metropolitan Toronto

R.J. WHYNOTT

Chairman, Council of

The Regional Municipality of
Hamilton-Wentworth

Minister

The Honourable ED FULTON

Minister of Transportation

Officers

T.G. SMITH

Managing Director

Secretary to the Board

A.M. ROBINSON

Director, Finance

Treasurer to the Board

Executive Staff

Reporting to the Chairman is the Managing Director, under whom are the Executive Directors of GO's three Divisions:

The Operations Division is responsible for the delivery of transportation service to the public and for rolling stock acquisition and maintenance. The Planning, Finance and Administration Division is charged with business and strategic planning and the organization's finance and administration. Responsible for engineering and development and plant management is the Engineering, Development and Plant Division.

J.A. BROWN

Executive Director, Operations

R.C. DUCHARME

Executive Director, Engineering,
Development and Plant

D.A. SUTHERLAND

Executive Director, Planning, Finance
and Administration

Employees

GO Transit's work force numbers about 1100, ranging from front-line personnel such as bus drivers, ticket sellers, and transit enforcement staff, to behind-the-scenes employees like mechanics, maintenance crews, telephone information guides, operations controllers, dispatchers, and office staff. Another 400 employed by CN Rail, CP Rail, Gray Coach Lines and Charterways — GO's operating contractors — are also directly involved in running the system as bus drivers, train crew, and servicing personnel.

Transit enforcement officer Carl Dewey ► explains Proof of Payment ticketing to a passenger.





▲ Station attendant Judy Fountain sells POP tickets at Union Station.

Seven days a week, telephone guides like Sandra Fabrizi provide information on times, fares, and routes. ▼



To the Members of the Toronto Area Transit Operating Authority, the Minister of Transportation and Communications, and the Provincial Auditor:

We have examined the balance sheet of the Toronto Area Transit Operating Authority as at March 31, 1989 and the statements of equity, operations and changes in financial position for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as we considered necessary in the circumstances.

In our opinion, these financial statements present fairly the financial position of the Authority as at March 31, 1989 and the results of its operations and the changes in its financial position for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.



Peat Marwick
Chartered Accountants

Toronto, Canada
May 19, 1989



TORONTO AREA TRANSIT OPERATING AUTHORITY
BALANCE SHEET AS AT MARCH 31
(In thousands of dollars)

Assets

Current	1989	1988
Cash	\$ 100	\$ 61
Accounts receivable	3,302	2,217
Deposit with Canadian National Railway Company	12,300	14,250
Due from the Province of Ontario	39,483	33,136
Spare parts and supplies	1,690	1,245
Prepaid expenses	1,491	415
	<u>58,366</u>	<u>51,324</u>
Fixed		
Land	27,772	24,922
Buildings and equipment (Note 2)	253,900	147,851
Leasehold improvements, net of accumulated amortization of \$988 (1988 - \$699)	5,952	5,075
Improvements to railway right of way and railway plant, net of accumulated amortization of \$50,168 (1988 - \$43,074)	159,794	91,859
Trackwork and installation	37,023	
Construction in progress		
GO Train Service Expansion Program	85,986	135,499
Other	49,502	32,748
Toronto Transportation Terminal Project		31,577
	<u>619,929</u>	<u>469,531</u>
	<u>\$678,295</u>	<u>\$520,855</u>

Liabilities

Current	1989	1988
Accounts payable and accrued liabilities	\$ 54,189	\$ 47,524
Unearned revenue in respect of tickets sold and not used	1,346	940
	<u>55,535</u>	<u>48,464</u>

Equity

Province of Ontario	622,760	472,391
	<u>\$678,295</u>	<u>\$520,855</u>

Commitments (Note 7)

On behalf of the Members

Chairman

Member

L.H. Parsons
E. H. H. H.

See accompanying notes to financial statements

STATEMENT OF EQUITY

FOR THE YEAR ENDED MARCH 31

(In thousands of dollars)

	1989	1988
Equity at beginning of year	\$ 472,391	\$ 392,558
Capital contribution from the Province of Ontario	170,123	99,417
	642,514	491,975
Amortization of capital contributions	(19,754)	(19,584)
Equity at end of year	<u>\$ 622,760</u>	<u>\$ 472,391</u>

STATEMENT OF OPERATIONS

FOR THE YEAR ENDED MARCH 31

(In thousands of dollars)

	1989	1988
Revenue		
Commuter services	\$ 71,682	\$ 63,880
Sundry revenue (Note 4)	2,628	2,332
Gain on sale of fixed assets (Note 5)	2,872	106
	77,182	66,318
Expenses (Note 6)		
Train and bus operations	85,726	78,742
Terminals and plant	34,693	35,039
General and administration	22,408	19,678
	142,827	133,459
Loss from operations	65,645	67,141
Operating subsidy from the Province of Ontario including amortization of capital contributions of \$19,754 (1988 - \$19,584)	65,645	67,141
Net income for the year	<u>\$ —</u>	<u>\$ —</u>

See accompanying notes to financial statements

STATEMENT OF CHANGES IN FINANCIAL POSITION

FOR THE YEAR ENDED MARCH 31

(In thousands of dollars)

	1989	1988
Cash from (used in) operations		
Revenue	\$ 77,182	\$ 66,318
Expenses	(142,827)	(133,459)
Adjustments for non-cash items:		
Depreciation and amortization	19,754	19,584
Gain on sale of fixed assets	(2,872)	(106)
	(48,763)	(47,663)
Net change in non-cash working capital balances	6,415	17,848
	(42,348)	(29,815)
Cash from (used in) investment		
Fixed assets additions	(170,123)	(99,417)
Fixed assets disposals	2,842	194
	(167,281)	(99,223)
Cash from financing		
Province of Ontario		
Operating subsidy	49,470	46,836
Capital contributions		
GO Train Service Expansion Program	129,800	57,600
Other	30,398	23,227
	209,668	127,663
Net increase in cash	39	(1,375)
Cash, beginning of year	61	1,436
Cash, end of year	\$ 100	\$ 61

See accompanying notes to financial statements

NOTES TO FINANCIAL STATEMENTS

FOR THE YEAR ENDED MARCH 31, 1989

(In thousands of dollars)

1. Significant accounting policies

These financial statements are prepared by management in accordance with accounting principles generally accepted in Canada. The significant accounting policies are as follows:

(a) Spare parts and supplies

Spare parts and supplies are valued at the lower of cost and replacement cost.

(b) Fixed assets

Fixed assets are valued at cost.

The Authority provides for the depreciation and amortization of the various classes of assets over their estimated useful lives on a straight line basis. Depreciation for locomotives and auxiliary power control units is calculated using a straight line rate applied to cost plus an estimation of future overhaul costs.

Buildings and equipment

Shelters and ticket booths	5 years
Other buildings	20 years
Locomotives and auxiliary power control units	25 years
Other railway rolling stock	25 years
Buses	12 years
Parking lots	20 years
Sundry — Furniture and fixtures	12 years
— Other	3-5 years
Improvements to railway right of way and railway plant	20 years
Trackwork and installation	20 years
Leasehold improvements	20 years

(c) Commuter services revenue

Revenue is recognized when the transportation service is provided. Unearned amounts are reflected in the balance sheet as current liabilities.

(d) Subsidies

Operating subsidies paid by the Province of Ontario are treated as reductions of operating losses. Capital contributions from the Province of Ontario are included in equity and are amortized to income over the useful lives of the related assets.

2. Buildings and equipment

	1989		1988	
	Cost	Accumulated depreciation	Net book value	Net book value
Buildings	\$ 52,836	\$ 15,262	37,574	\$ 19,865
Locomotives and auxiliary power control units	27,630	13,236	14,394	14,048
Other railway rolling stock	226,520	53,512	173,008	96,643
Buses	32,343	16,624	15,719	9,655
Parking lots	11,376	3,430	7,946	4,678
Sundry	10,382	5,123	5,259	2,962
	<u>\$361,087</u>	<u>\$107,187</u>	<u>\$253,900</u>	<u>\$147,851</u>

3. Operating agreements

A significant amount of the services provided by the Authority are operated by outside parties using vehicles and rolling stock owned by the Authority. Charges from the parties in respect of the operating agreements are recorded on an incurred and estimated basis. These services are governed by the following agreements:

Canadian National Railway Company
 Canadian Pacific Limited
 Gray Coach Lines
 Charterways Transportation Limited

4. Sundry revenue

The details of sundry revenue are as follows:

	1989	1988
Interest income	\$ 446	\$ 203
Rentals - rolling stock	206	229
Rentals - space	715	589
Advertising revenue	243	212
Commissions - ticket sales	602	582
Other	416	517
	<u>\$ 2,628</u>	<u>\$ 2,332</u>

5. Gain on sale of fixed assets

During the year the authority sold 8 locomotives for proceeds of \$2,821.

The gain on sale was as follows:

Proceeds		\$ 2,821
Original cost	\$ 3,430	
Accumulated depreciation	(5,140)	
	<u>\$ (1,710)</u>	
Add back excess depreciation	1,710	0
Gain on sale of locomotives		2,821
Other		51
		<u>\$ 2,872</u>

The excess depreciation arose as a result of the depreciation policy for locomotives described in note 1. The excess depreciation of \$1,710 has been used to reduce depreciation expense for the year from \$21,464 to \$19,754.

6. Expenses

Further details of expenses are as follows:

	1989	1988
Salaries, wages and fringe benefits	\$ 33,979	\$ 28,099
Payments to outside parties for operation of services	47,759	45,985
Fuel and oil	7,935	8,434
Other expenses	23,075	21,612
	<u>112,748</u>	<u>104,130</u>
Leases, rentals and user charges	10,325	9,745
Depreciation and amortization	19,754	19,584
Total expenses	<u>\$142,827</u>	<u>\$133,459</u>

Of the total expenses above \$112,748 (1988 - \$104,130) is recognized as recoverable, in part, from passengers and other sources of revenue. The target amount to be ultimately recovered has been established by the Authority at 65% of the recoverable expenses. In 1989, total revenue amounted to \$77,182 (1988 - \$66,318) and represents a recovery of 68.5% (1988 - 63.7%) of the recoverable expenses.

7. Commitments**(a) Purchase of bi-level commuter rail cars**

The Authority entered into a contract with the Urban Transportation Development Corporation (U.T.D.C.) for the purchase of 123 bi-level commuter rail cars of which 53 have been delivered and are in service. Under the terms of the contract the Authority is required to pay progress billings to U.T.D.C. at certain stages of the cars' manufacture. Payments for incomplete cars are included in Construction in progress, GO Train Service Expansion Program in the balance sheet.

The estimated balance of the purchase price for the cars of \$66,636 will be paid out over the next 2 years.

(b) Purchase of locomotives

The Authority has entered into a contract with General Motors of Canada Ltd. for the purchase of 14 locomotives for the heavy rail expansion program and 14 replacement locomotives, of which 8 of each category have been delivered and are in service.

Under the terms of the contract, the Authority is required to pay progress billings to General Motors at certain stages of the locomotives' manufacture. Payments for incomplete locomotives are included in Construction in progress, GO Train Service Expansion Program, and Construction in progress, Other in the balance sheet.

The estimated balance of the purchase price for the locomotives of \$16,199 will be paid out next year.

(c) Leases

Minimum operating lease payments in each of the next five years and in aggregate are as follows:

1989 - 1990	\$ 2,918
1990 - 1991	2,729
1991 - 1992	2,530
1992 - 1993	2,449
1993 - 1994	2,511
Thereafter	<u>12,162</u>
	<u>\$25,299</u>

In addition to the commitments above, the Authority has entered an agreement to lease land which expires in 2079. The annual rental under this lease is \$153.

8. Pensions

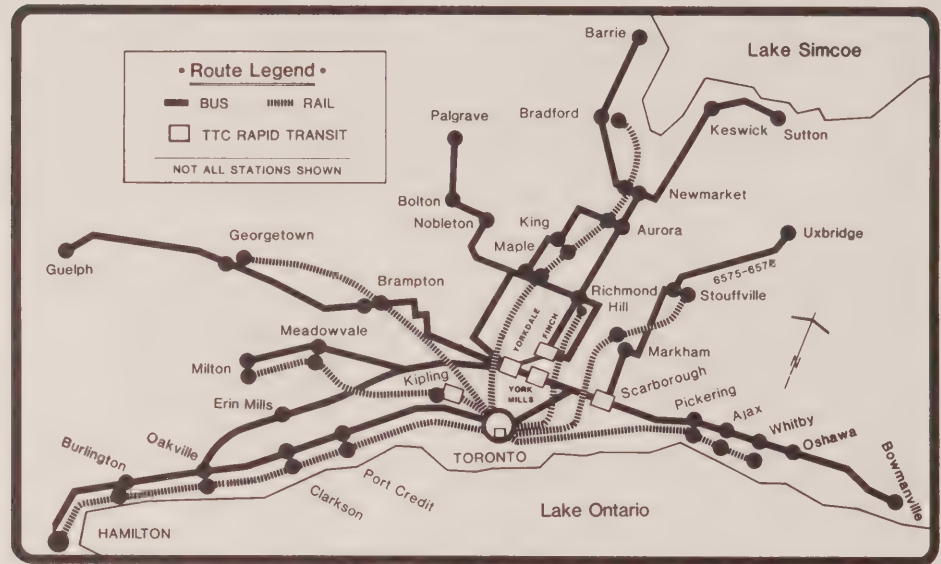
The Authority provides pension benefits for substantially all its permanent employees through participation in the Public Service Superannuation Fund established by the Province of Ontario. The Authority's share of contributions to the plan during the year was \$1,409 (1988 - \$1,165). This amount represents the total obligation of the Authority and is included as an expense in the Statement of Operations.

9. Board remuneration

Total remuneration of Members of the Board of Directors was \$56 during the fiscal year.

10. Comparative figures

Certain comparative figures have been reclassified to conform to the presentation adopted in the current year.



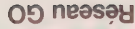
▲ The GO Train and GO Bus network at March 31, 1989

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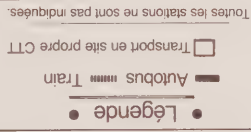
Photos: Ontario Ministry of Transportation and GO Transit

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Imprimeur de la Reine pour l'Ontario, 1989
Photographies : Ministère des Transports de l'Ontario et Réseau GO



Une tranche de 112 748 \$ (104 130 \$ en 1988) des dépenses citées plus haut est comptabilisée comme pouvant être recouvrée, en partie, des passagers et d'autres sources de revenus. La Régie s'est fixée comme cible de recouvrer 65 pour cent de ces dépenses. En 1989, le revenu total s'est élevé à 77 182 \$ (66 318 \$ en 1988) et représente un recouvrement de 68,5 pour cent (63,7 pour cent en 1988).

7. Engagements
a) Achat de voitures de banlieue à deux étages

La Régie a signé un contrat avec la Société de développement du transport urbain (U.T.D.C.) en vue de l'achat de 123 voitures de banlieue à deux étages; déjà 53 voitures ont été livrées et sont actuellement en service. En vertu des conditions du contrat, la Régie doit verser des paiements proportionnels à l'U.T.D.C. à différentes étapes de la fabrication de voitures. Les versements applicables aux voitures inachevées sont compris aux postes Construction en cours et Programme d'expansion GO Train, du bilan. Le solde du prix d'achat des voitures, soit 66 636 \$, sera réglé au cours des deux prochains exercices.

b) Achat de locomotives

La Régie a conclu un contrat avec General Motors du Canada Limitée en vue de l'achat de 14 locomotives destinées au Programme d'expansion de transport ferroviaire lourd et 14 locomotives de remplacement. Déjà 8 locomotives de chacune des catégories ont été livrées et sont actuellement en service. En vertu des conditions du contrat, la Régie est tenue de verser des paiements proportionnels à General Motors à certaines étapes de fabrication. Les versements applicables aux locomotives inachevées sont compris aux postes Construction en cours, Programme d'expansion GO Train et Construction en cours — divers, du bilan. Le solde estimatif du prix d'achat des locomotives, soit 16 199 \$, sera versé au cours du prochain exercice.

c) Contrats de location	
Le total des loyers minimums à payer au cours de chacun des cinq prochains exercices au titre des contrats de location-exploitation est le suivant :	
1989 - 1990	2 918 \$
1990 - 1991	2 729
1991 - 1992	2 530
1992 - 1993	2 449
1993 - 1994	2 511
Par la suite	12 162
	<u>22 599 \$</u>

En plus des engagements susmentionnés, la Régie a conclu une entente de location de terrains qui échoit en 2079. Le loyer annuel prévu en vertu de ce contrat est de 153 \$.

8. Retraite

La Régie offre des prestations de retraite à presque tous ses employés permanents par le biais d'une participation à la caisse de retraite des fonctionnaires créée par la province de l'Ontario. La part de la Régie dans les cotisations à la caisse s'est élevée à 1 409 \$, au cours de l'exercice (1 165 \$ en 1988). Cette somme représente l'obligation totale de la Régie et est passée en charges dans l'état d'exploitation.

9. Rémunération du conseil

La rémunération totale des membres du Conseil d'administration a été de 56 \$ au cours de l'exercice.

10. Chiffres correspondants

Certains chiffres correspondants ont été retraités en conformité de la présentation adoptée pour l'exercice écoulé.

(d) Subventions
Les subventions d'exploitation versées par la province de l'Ontario sont comptabilisées à titre de réduction des pertes d'exploitation. Les apports de capital de la province de l'Ontario sont ajoutés à l'avoir et amortis sur la durée d'utilisation des actifs en cause.

2. Immeubles et matériel

	Coût	Amortissement cumulé	Valeur comptable nette	1989	1988
Immeubles	52 836 \$	15 262 \$	37 574 \$	19 865 \$	
Locomotives et unités motrices	27 630	13 236	14 394	14 048	
Autre matériel roulant ferroviaire	226 520	53 512	173 008	96 643	
Autobus	32 343	16 624	15 719	9 655	
Parcs de stationnement	11 376	3 430	7 946	4 678	
Divers	10 382	5 123	5 259	2 962	
	361 087 \$	107 187 \$	253 900 \$	147 851 \$	

3. Conventions d'exploitation
Une partie importante des services que fournit la Régie le sont par le biais de tierces parties utilisant des véhicules et du matériel roulant appartenant à la Régie. Les charges provenant des parties conformément aux ententes d'exploitation sont comptabilisées à mesure qu'elles sont engagées et sur une base estimative. Les services sont couverts par les ententes suivantes :

Chemins de fer nationaux du Canada
Canadien Pacifique Limitée
Gray Coach Lines
Charterways Transportation Limited

4. Revenus divers

Les revenus divers se ventilent ainsi :

Revenu d'intérêt	446 \$	1989	203 \$	1988
Loyers - matériel roulant	206		229	
Loyers - espace	715		589	
Revenu de publicité	243		212	
Commissions - vente de billets	602		582	
Divers	416		517	
	2 628 \$		2 332 \$	

5. Gain à la vente d'immobilisations
Au cours de l'exercice, la Régie a vendu 8 locomotives, pour un produit de 2 821 \$.
Le gain à la vente se ventile comme suit :

Produit	3 430 \$			2 821 \$
Coût d'origine	(5 140)			
Amortissement cumulé	(1 710) \$			
Rajouter amortissement excédentaire	1 710			0
Gain à la vente de locomotives	2 821			
Divers	51			
	2 872 \$			

L'amortissement excédentaire est le résultat d'une politique visant les locomotives, décrite à la note 1. L'excédent s'élevant à 1 710 \$ a été utilisé en réduction de l'amortissement de l'exercice, qui est passé de 21 464 \$ à 19 754 \$.

6. Dépenses

Voici une ventilation plus détaillée des dépenses :

Salaires et avantages sociaux	33 979 \$	1989	28 099 \$	1988
Paie ment à des tierces parties pour l'exploitation de services Carburant et combustible	47 759		45 985	
Autres dépenses	7 935		8 434	
	23 075		21 612	
	112 748		104 130	
Locations, loyers et charges d'utilisation	10 325		9 745	
Amortissement	19 754		19 584	
Total des dépenses	142 827 \$		133 459 \$	

ÉTAT DE L'ÉVOLUTION DE LA
SITUATION FINANCIÈRE
EXERCICE TERMINÉ LE 31 MARS
(en milliers de dollars)

Fonds provenant de (utilisés dans) l'exploitation		1988	1989
Revenus	77 182 \$	66 318 \$	(133 459)
Dépenses	(142 827)	(106)	(47 663)
Redressements au titre des postes hors caisse :	19 754	17 848	6 415
Amortissement	(48 763)	(29 815)	(42 348)
Gain à la vente d'immobilisations	(2 872)	(99 417)	(170 123)
	1 9754	194	2 842
	(167 281)	(99 223)	(129 800)
Fonds provenant du financement	49 470	46 836	57 600
Province de l'Ontario			
Subvention d'exploitation			
Apports en capital			
Programme d'expansion GO Train			
Divers			
Augmentation nette des fonds	209 668	127 663	(1 375)
Encaisse au début de l'exercice	61	1 436	61
Encaisse à la fin de l'exercice	100 \$	61 \$	

Voir les notes afférentes aux états financiers.

NOTES AFFÉRENTES AUX ÉTATS FINANCIERS
EXERCICE TERMINÉ LE 31 MARS 1989
(en milliers de dollars)

1. Conventions comptables importantes

Les présents états financiers ont été dressés par la direction conformément aux principes comptables généralement reconnus au Canada. Les principes comptables utilisés sont les suivantes :

a) Pièces de rechange et fournitures
Les pièces de rechange sont évaluées au prix coûtant ou au coût de remplacement selon le moins élevé des deux.

b) Immobilisations
Les immobilisations sont évaluées au prix coûtant.

La Régie pourvoit à l'amortissement des différentes catégories d'actif sur leur durée d'utilisation estimative selon la méthode linéaire. L'amortissement des locomotives et des unités motrices auxiliaires est calculé selon un taux linéaire appliqué au coût plus une estimation du coût à venir des révisions.

Immubles et matériel
Abris et guichets
Autres immeubles
Locomotives et unités motrices auxiliaires
Autre matériel roulant ferroviaire
Autobus
Parcs de stationnement
Divers — Mobilier et équipement
— Divers
Améliorations aux emprises et ateliers ferroviaires
Ateliers de voies ferrées et installations
Améliorations locales

c) Revenu tiré du service de banlieue
Le revenu est constaté lorsque le service de transport est fourni. Les montants non gagnés sont reflétés dans le bilan à titre de passif à court terme.

ÉTAT DE L'AVOIR
EXERCICE TERMINÉ LE 31 MARS
(en milliers de dollars)

1989	1988
472 391 \$	392 558 \$
Apport de capital de la province de l'Ontario	99 417
Amortissement des apports de capital	642 514
	491 975
	(19 584)
622 760 \$	472 391 \$
Avoir à la fin de l'exercice	

ÉTAT DE L'EXPLOITATION
EXERCICE TERMINÉ LE 31 MARS
(en milliers de dollars)

1989	1988
71 682 \$	63 880 \$
Revenus	2 872
Services de banlieue	2 628
Revenus divers (note 4)	2 872
Gain à la vente d'immobilisations (note 5)	77 182
Dépenses (note 6)	66 318
Exploitation, train et autobus	85 726
Terminus et ateliers	78 742
Frais généraux et d'administration	35 039
	19 678
	1 33 459
Perte d'exploitation	67 141
Subventions d'exploitation de la province de l'Ontario, y compris l'amortissement des apports en capital de 19 754 \$ (19 584 \$ en 1988)	65 645
Bénéfice net de l'exercice	67 141

Voir les notes afférentes aux états financiers.

RÉGIE DES TRANSPORTS EN COMMUN DE LA RÉGION DE TORONTO
BILAN AU 31 MARS
(en milliers de dollars)

Actif		Passif	
Actif à court terme		A court terme	
Encaisse	100 \$	Comptes fournisseurs et charges à payer	61 \$
Créances	3 302	Revenu non gagné au titre des billets vendus et non utilisés	2 217
Dépôt auprès des Chemins de fer nationaux	12 300		14 250
du Canada	39 483		1 245
À recevoir de la province de l'Ontario	1 690		415
Pièces de rechange et fournitures	58 366		51 324
Frais payés d'avance			
Immobilisé		Province de l'Ontario	
Terrains	27 772		24 922
Immeubles et matériel (note 2)	253 900		147 851
Améliorations locatives, moins			
l'amortissement cumulé de 988 \$	5 952	Engagements (note 7)	5 075
(699 \$ en 1988)			
Améliorations aux emprunts et aux			
ateliers ferroviaires, moins			
l'amortissement cumulé de			
50 168 \$ (43 074 \$ en 1988)	159 794	Au nom des membres :	91 859
Ateliers de voies ferrées et			
installations ferroviaires	37 023	Président du Conseil	1 35 499
Construction en cours	85 986		32 748
Programme d'expansion GO Train	49 502	Membre	31 577
Divers	619 929		469 531
Projet du terminus de Toronto	678 295 \$		520 855 \$

J. H. P. Adam
J. H. P. Adam

Voir les notes afférentes aux états financiers.

Aux membres de la Régie des transports en commun de la région de Toronto, au ministre des Transports et des Communications et au Vérificateur provincial :



Nous avons vérifié le bilan de la Régie des transports en commun de la région de Toronto au 31 mars 1989 ainsi que les états de l'avoir, de l'exploitation et de l'évolution de la situation financière de l'exercice terminé à cette date. Notre vérification a été effectuée conformément aux normes de vérification généralement reconnues, et a comporté par conséquent les sondages et autres procédés que nous avons jugés nécessaires dans les circonstances.

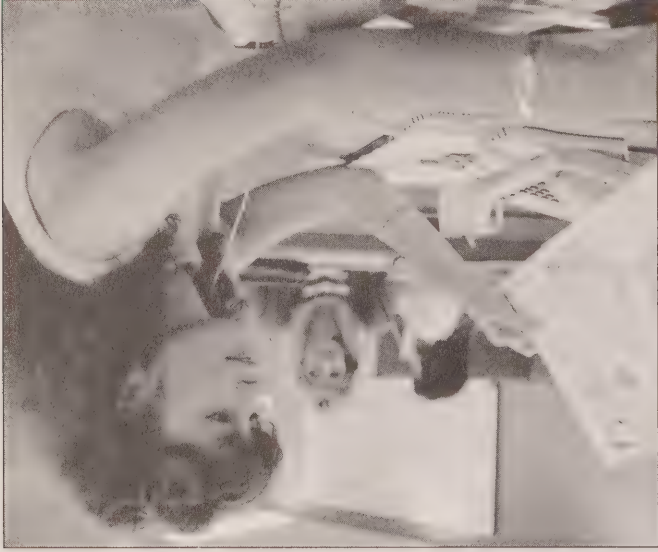
À notre avis, ces états financiers présentent fidèlement la situation financière de la Régie au 31 mars 1989 ainsi que les résultats de son exploitation et l'évolution de sa situation financière pour l'exercice terminé à cette date, conformément aux principes comptables généralement reconnus appliqués de la même manière qu'au cours de l'exercice précédent.

Peat Marwick

Peat Marwick
Comptables agréés
Toronto, Canada
Le 19 mai 1989



▲ La préposée au service Judy Fountain vend des billets « preuve de paiement » à la gare Union.



Tous les jours de la semaine, des préposés au service téléphonique comme Sandra Fabrizi répondent aux demandes de renseignements sur les horaires, les tarifs, et les trajets. ▲

Le personnel

Le Réseau GO compte environ 1 00 employés qui occupent des postes très variés, allant de ceux qui exigent un contact direct avec le public, comme les postes de chauffeur d'auto-bus, de guichetier et d'agent de surveillance, aux postes de services internes, comme ceux de mécanicien, du personnel d'entretien, de préposé au service de renseignements téléphoniques, de contrôleur, de répartiteur et du personnel de bureau. Encore d'autres employés, au nombre de 400, sont au service de CN Rail, CP Rail, Gray Coach Lines et Charterways, tous sous-traitants de la société, et ils participent activement à l'exploitation du réseau en leur qualité de chauffeurs d'autobus, de personnel de train et d'employés d'entretien.

L'agent de surveillance Carl Dewey explique le système ► de preuve de paiement à une usagère.



Mission

Le Réseau GO (la Régie des transports en commun de la région de Toronto) est un organisme de la Couronne qui a pour mission de : concevoir et d'exploiter un service de transport régional à l'intention des usagers qui effectuent des déplacements dans plus d'une municipalité régionale; faciliter la coordination efficace des services des réseaux de transport en commun du Toronto métropolitain et de ceux du Réseau GO.

Sphère d'activité

Le Réseau GO est une personne morale regroupant, sur une base volontaire, les municipalités régionales de Peel, York, Durham, Halton et Hamilton-Wentworth, la municipalité du Toronto métropolitain et la province de l'Ontario.

Conseil

Le conseil du Réseau GO compte sept membres : le président, nommé par le lieutenant-gouverneur en conseil, et, à titre de membres nommés d'office, les présidents des conseils de Peel, York, Durham, Halton, Hamilton-Wentworth et du Toronto métropolitain; le Conseil relève directement du ministre des Transports.

Membres

L. H. PARSONS
Président du Conseil
G. H. HERREMA
Vice-président du Conseil
Président du conseil de la municipalité régionale de Durham

R. F. BEAN
Président du conseil de la municipalité régionale de Peel
E. R. KING
Président du conseil de la municipalité régionale de York
P. D. POMEROY
Président du conseil de la municipalité régionale de Halton

A. TONKS
Président du conseil de la municipalité du Toronto métropolitain

R. J. WHYNOTT
Président du conseil de la municipalité régionale de Hamilton-Wentworth

Ministre

L'honorable ED FULTON
Ministre des Transports

Haute direction

T. G. SMITH
Directeur général de l'Exploitation et Secrétaire du Conseil

A. M. ROBINSON
Directeur des finances et Trésorier du Conseil

Cadres supérieurs

La société est placée sous la direction du président du Conseil. Les dirigeants des trois grandes divisions de la société relèvent du directeur général de l'Exploitation : Le Service de l'exploitation est responsable de la prestation de services de transport au grand public, de l'acquisition de matériel roulant et de son entretien. Le Service de la planification, des finances et de l'administration est chargé de la planification financière et stratégique de la société, de sa gestion financière et de l'administration de ses activités. Le Service du génie, du matériel et de l'aménagement du réseau est responsable des travaux d'ingénierie, de l'aménagement du réseau et de la gestion du matériel.

J. A. BROWN
Directeur, Service de l'exploitation

R. C. DUCHARME
Directeur, Service du génie, du matériel et de l'aménagement du réseau

D. A. SUTHERLAND
Directeur, Service de la planification, des finances et de l'administration

Nouvelles orientations

En mai 1988, le ministre des Transports de l'Ontario annonçait un programme de développement accéléré du transport en commun dans la région du Toronto métropolitain. Par suite de cette annonce, le Réseau GO a procédé à la planification et à la mise en oeuvre de nouveaux services répondant de façon efficace aux besoins d'un nombre croissant d'usagers. Non seulement la société augmentera-t-elle ses propres services afin de satisfaire ces besoins dans l'avenir, mais elle s'engage à travailler en collaboration avec les services de transport en commun des municipalités à l'intégration plus poussée du transport. Sa mission est de rendre le transport en commun efficace accessible au plus grand nombre.

Le Ministre des Transports a reconnu le rôle important que devra jouer la société dans l'évolution du transport en commun. De son côté, la société reconnaît son obligation à fournir un service de haute qualité de la manière la plus efficiente possible.

Pour les organismes qui font leur cet engagement, satisfaire la demande de service, qui atteindra vite un nouveau sommet, pose un défi de taille. C'est fort de son expérience du Réseau GO saura relever ce défi.

ligne de Richmond Hill, ainsi que d'autres trains sur le tronçon ouest de la ligne du Lakeshore, en juin 1989. La société a l'intention d'apporter les améliorations susmentionnées à mesure que l'équipement et les autres ressources nécessaires seront mis à sa disposition.

L'exécution de travaux d'amélioration à la gare d'attente de Georgetown permettra d'augmenter le nombre de voitures sur les trains à destination de cette ville. De plus, l'inauguration du nouveau service en période creuse sur les lignes secondaires était prévue pour l'ouverture officielle du stade SkyDome, soit le 3 juin 1989.

En ce qui concerne le service d'autobus, l'exploitation de tous les six trajets du Réseau GO relèvera directement de la société à compter de décembre 1989, moment où elle reprendra à son compte l'exploitation du service vers Oshawa, le seul qui soit actuellement confié à un sous-traitant.

Au terme de trois ans de travaux, l'expansion de l'atelier d'entretien des trains de Wilbrook a été achevée, et cette installation peut désormais recevoir six rames supplémentaires. Au cours de la dernière année, les ateliers d'entretien des locomotives diesel et des voitures ont été agrandis et un mur coupe-son d'une hauteur de cinq mètres a été érigé sur la limite avoisinant un quartier résidentiel, afin d'amortir le bruit des locomotives.

L'avenir

La société entend augmenter le service sur ses lignes secondaires et apporter des améliorations sur la ligne du Lakeshore dans l'avenir. À la fin de l'exercice, GO avait entrepris des travaux d'ingénierie préliminaires avec les exploitants de la voie ferrée, soit le CN et le CP, afin d'établir les exigences en matière d'expansion générale du réseau.

À la fin de l'exercice, un certain nombre de projets d'expansion à long terme étaient déjà en voie d'exécution ou à l'étape de la planification. Le service vers Burlington pendant toute la journée est prévu pour 1992 sur la ligne du Lakeshore; de plus, le gouvernement effectue actuellement des études préliminaires portant sur le prolongement du service ferroviaire vers Hamilton et vers Oshawa.

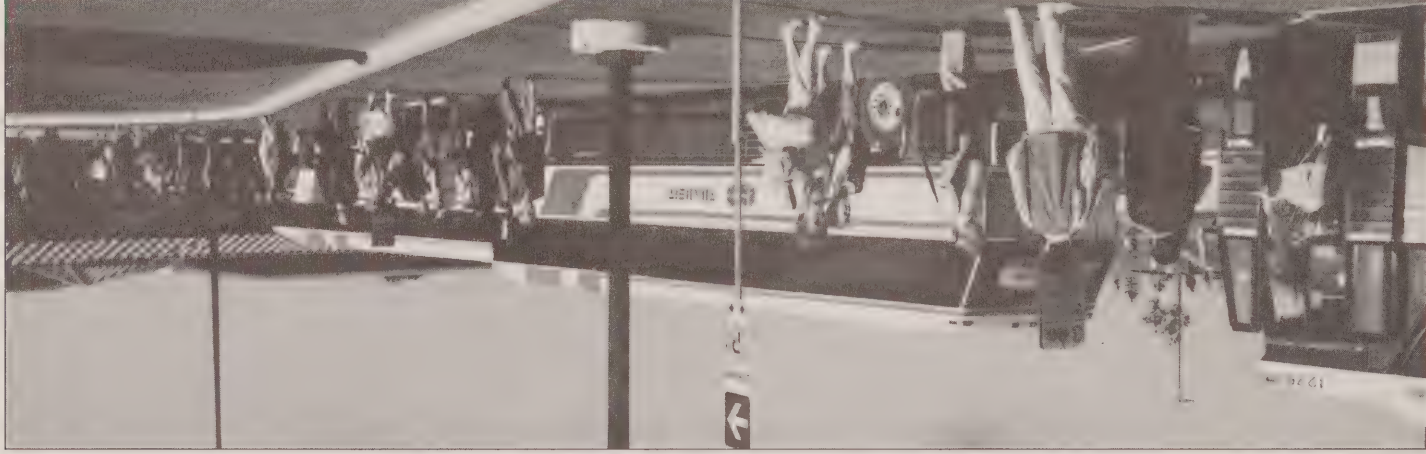
On prévoit également accroître le service dans un proche avenir, notamment d'ajouter un train le matin et en début de soirée sur la

Le matériel roulant

Dix nouveaux autocars à deux essieux ont été livrés par la société Motor Coach Industries, de Winnipeg, et ils remplaceront les dix autocars que l'on a prévu de mettre hors service; ainsi, le parc d'autobus sera maintenu à 204 véhicules. Cette commande de 2,5 millions de dollars s'inscrit dans le programme à long terme de remplacement des véhicules du Réseau GO, en vertu duquel les autobus actuellement en service seront graduellement remplacés par de nouveaux véhicules.

Les voitures distinctives vertes et blanches sont demeurées populaires auprès des usagers. À la fin de 1988, la première des voitures à deux étages, de troisième génération, quittait la chaîne de montage du fabricant, la Société de développement du transport urbain (U.T.D.C. Inc.), à Thunder Bay. À la fin de l'exercice 1988, totalisant 82,8 millions de dollars, avait été livrée, et une nouvelle commande de 60 voitures à deux étages, de quatrième génération, s'élevant à 85,2 millions de dollars, avait été passée avec la Société.

Au cours de l'exercice 1988-1989, la société s'est dotée de nouveau matériel, notamment de voitures à deux étages, de troisième génération, et d'un nouveau modèle de locomotive conçu expressément pour les trains de banlieue. Elle a acheté 16 locomotives F59PH dessinées conjointement par General Motors du Canada et le Réseau GO et a l'intention d'en faire sont modèle standard. Cette commande a été exécutée à London, en Ontario, au coût de 36,5 millions de dollars. À la fin de l'exercice, la société avait commandé 12 autres locomotives à General Motors, au coût de 28,5 millions de dollars.



▲ Des autocars GO attendent les passagers à la station GO d'Ajax.

Données statistiques

Trafet		1988-1989		1987-1988		Evolution, en pourcentage	
Nombre de voyageurs (en milliers)		Trafets exploités, en kilomètres (à la clôture de l'exercice)		Nombre de kilomètres parcourus (en milliers)			

Train

Lakeshore	15 061	13 435*	12,1	112	97	1 513	1 365
Georgetown	1 678	1 563*	7,4	47	96	92	83
Richmond Hill	786	660*	19,1	34	47	96	92
Milton	1 536	1 384	11,0	50	50	101	90
Bradford	314	260	20,8	67	67	32	31
Stouffville	335	313	7,0	46	46	24	22
Total	19 710	17 615*	11,9	356	341	1 850	1 683

Autobus

Hamilton	2 149	2 261	-5,0	178	178	4 203	4 229
Milton	221	183	20,8	116	116	734	558
Georgetown	1 342	1 396	-3,9	283	217	2 437	2 415
Bolton	13	—	—	66	—	90	—
Newmarket	4 420	4 469	-1,1	323	323	4 017	4 071
Uxbridge	102	114	-10,5	178	124	389	380
Oshawa	2 512	2 689	-6,6	174	172	2 636	2 721
Total	10 759	11 112	-3,2	1 318	1 130	14 506	14 374

Total partiel, ensemble du réseau

Service vers Canada's Wonderland, assuré en sous-traitance	320	361	-11,4	29	29	409	471
Total partiel, ensemble du réseau	30 469	28 727*	6,1	1 674	1 471	16 356	16 057

Total, ensemble du réseau

Total, ensemble du réseau	30 789	29 088*	5,8	1 703	1 500	16 765	16 528
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* Les chiffres de 1987-1988 ont été retraités pour tenir compte de la nouvelle méthode de calcul de l'utilisation du laissez-passer mensuel.

peuvent se rendre à la station ferroviaire du Réseau GO par transport en commun local, gratuitement ou à prix très réduit.

En réponse à la croissance que connaît la région de Bolton-Palgrave, la société a lancé un service d'autobus vers Toronto. Financé par l'intermédiaire du programme provincial d'investissement dans le transport (Ontario Transportation Investment Initiatives - OTII), ce nouveau service a été instauré le 2 mai 1988, et permet aux usagers d'éviter la circulation dense sur la route 50.

À l'ouest, afin d'offrir un meilleur service aux usagers, la société a instauré une navette par autobus entre les stations GO d'Oakville et d'Appleby. À l'est, la nouvelle station ferroviaire de Whitby a remplacé celle de Pickering comme terminus du tronçon est, et le service d'autobus vers l'est a été modifié en conséquence.

La société continue de reprendre à son compte l'exploitation de son service d'autobus qui, jusqu'à récemment, avait été confiée à des sous-traitants. Ainsi, au cours de l'exercice, elle a repris l'exploitation du service vers Hamilton, et fera de même pour le service vers Oshawa à compter de décembre 1989.

Le service d'autobus vers les destinations situées à proximité de l'autoroute 403 a été amélioré; on a ajouté des arrêts près du centre commercial Square One. La société a continué encore une fois son engagement à coordonner ses services avec ceux des municipalités du Toronto métropolitain en participant au programme de correspondance

Parc ferroviaire

Nombre de véhicules en service
à la fin de l'exercice



Parc d'autobus

Nombre de véhicules en service
à la fin de l'exercice



d'autobus unique mis sur pied dans la région de South York: en effet, depuis le 6 novembre 1988, les usagers peuvent se déplacer dans la région de South York sur les réseaux de

transport en commun de Markham, Vaughan, Richmond Hill et du Réseau GO au moyen d'une seule correspondance.

Chaque fois que cela était possible, GO a agrandi ses parcs de stationnement afin de répondre à la demande croissante. Plus de 2 700 places de stationnement ont été ajoutées sur l'ensemble du réseau au cours de l'exercice financier 1988-1989, portant ainsi à 20 197 le nombre total de places. D'importants travaux d'agrandissement se sont déroulés aux stations d'Erindale, de Port Credit, d'Oakville, d'Oakville Ouest et d'Appleby. Au cours du prochain exercice financier, on prévoit agrandir les parcs de stationnement aux stations de Richmond Hill, Langstaff, King City, Markham, Etobicoke North, Eglington, Scarborough et Rouge Hill. D'importants travaux sont prévus aux stations d'Ajax et de Whitby, et les parcs d'Appleby et d'Oakville seront agrandis encore davantage.

À la fin de l'exercice, la société se préparait à construire un accès additionnel au hall d'entrée du Réseau GO depuis les quais de la Commission de transports de Toronto, à la gare Union, afin de faciliter la circulation piétonnière croissante dans cet endroit qui constitue une plaque tournante du transport dans la Ville-Reine. Depuis la mise en œuvre du nouveau système de preuve de paiement sur guichets de perception et les barrières ont été enlevés et remplacés par des tourniquets amovibles destinés à faciliter le mouvement des voyageurs, au besoin.

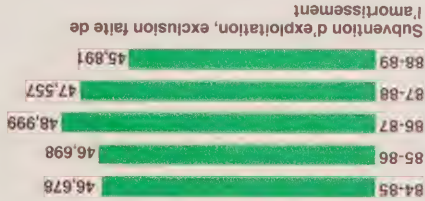
de soirée sur la ligne achalandée de Richmond Hill.

La demande de service de banlieue étant plus forte que jamais, l'achalandage sur le tronçon ouest de la ligne du Lakeshore s'est intensifié et, dans les premiers mois de 1989, la situation était devenue critique. En collaboration avec l'exploitant, CN Rail, la société a trouvé une solution novatrice : sur les trajets et les départs les plus achalandés, elle a mis en service des trains de douze voitures et ce, même si la longueur des quais ne correspond qu'à celle de dix voitures seulement.

En plus de la mise en oeuvre du système de preuve de paiement sur tout le réseau ferroviaire de GO, la société a également décidé d'accepter le laissez-passer combiné Com-GO dans toutes les stations ferroviaires du Toronto métropolitain. Le laissez-passer combiné consiste en fait en deux laissez-passer mensuels, celui de la CTT et celui du Réseau GO, que les usagers peuvent acheter avec une réduction de 20 \$ sur le prix courant. C'est là un exemple des ententes d'harmonisation des tarifs conclues entre régies du transport en commun que le Réseau GO a été parmi les premiers à pratiquer et qu'il entend continuer de conclure dans l'avenir. Le Réseau GO a également conclu des ententes d'harmonisation des tarifs avec les régies du transport en commun des villes suivantes : Oakville, Burlington, Mississauga, Brampton, Pickering, Ajax et Whitby. En vertu de ces ententes, les usagers du service GO munis d'un titre de transport

Subvention d'exploitation

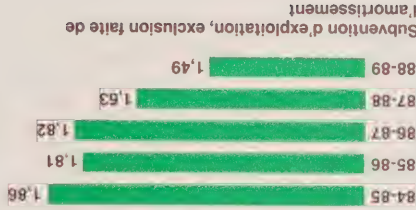
(en millions de dollars)



Subvention d'exploitation, exclusion faite de l'amortissement

Subvention, par usager

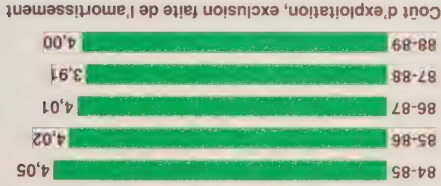
(en dollars)



Subvention d'exploitation, exclusion faite de l'amortissement

Coûts, par usager

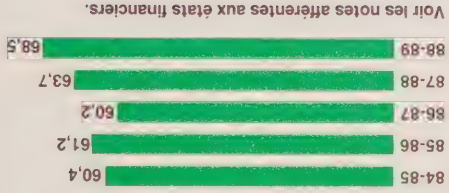
(en dollars)



Coût d'exploitation, exclusion faite de l'amortissement

Récupération des coûts

Pourcentage des coûts d'exploitation recouvrés à même les revenus



Voir les notes afférentes aux états financiers.

L'amélioration du service

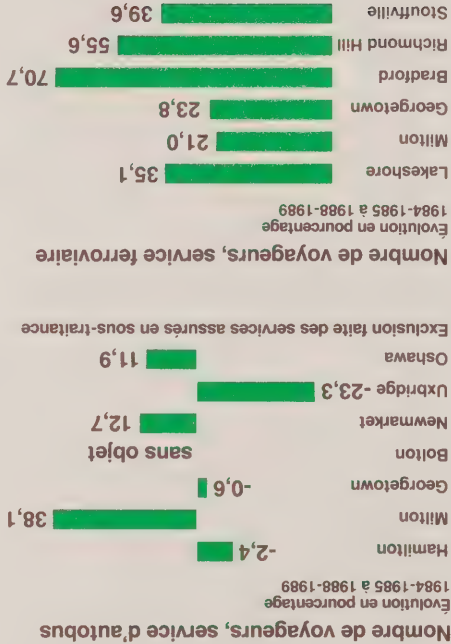
fin de l'exercice financier 1988-1989, on prévoyait agrandir le parc de stationnement et améliorer le serve de transport urbain de Whitby afin de remédier à la situation.

La première station du Réseau GO conçue spécialement en fonction du système de spcialisme de paiement a ouvert ses portes le 19 septembre 1988. Construite au coût de 6,85 millions de dollars, la station d'Appleby permet aux usagers des secteurs est de Burlington d'accéder plus facilement au service ferroviaire de GO, changeantement qui a été accueilli très favorablement par ces voyageurs.

Bien que les nouvelles installations construites au cours de la dernière année soient la marque la plus évidente du service amélioré aux usagers, la mise en service de matériel roulant supplémentaire a également permis à la société d'améliorer le service sur les trajets existants. Ainsi, le matin du 9 janvier 1989, les voyageurs empruntant la ligne Milton ont pu choisir parmi cinq trains aux heures d'affluence, plutôt que les trois en service la veille; le même jour, à la fin de leur journée de travail, un quatrième train vers Milton les attendait à l'heure de pointe, et un dernier, à 19 h 30, avait été mis en service pour les usagers qui désiraient rester plus tard au travail, dîner en ville vers Georgetown et Stouffville ont été ajoutés: des autobus GO assurent le service vers les stations ferroviaires de ces banlieues après les heures d'affluence. À la fin de l'exercice, on prévoyait également ajouter un départ en début

Le Réseau GO a achevé en 1988 le plus grand projet d'expansion qu'il ait jamais entrepris, et souligné cet événement par une cérémonie d'inauguration qui a attiré un grand nombre de participants le 4 décembre 1988, soit le jour avant l'ouverture officielle du nouveau tronçon. Dans le cadre de ce projet qui a coûté 109 millions de dollars (sans compter les achats de nouvel équipement), 15 kilomètres de voie ferrée et deux nouvelles stations ont été construits à Ajax et à Whitby, afin de prolonger la ligne du Lakeshore vers l'est, de Pickering jusqu'au nouveau terminus, à Whitby. Les nouvelles stations, dont le style architectural se marie à celui des villes en question, ont été conçues de manière à permettre la mise en oeuvre du système de preuve de paiement, fondé sur le principe d'intégrité, qui est entré en vigueur en octobre 1988. À Ajax, la société a, pour la première fois, travaillé en collaboration avec un promoteur immobilier afin de réaliser l'immeuble Transit Square, centre de commerce de détail situé à l'emplacement de la station.

La société a conclu des ententes d'harmonisation des tarifs avec les villes d'Ajax et de Whitby, afin de permettre aux usagers du service GO de se rendre gratuitement par autobus local à la station. Cependant, moins d'usagers que prévu se sont prévalus de la navette gratuite vers les stations au cours des trois premiers mois d'exploitation, et les parcs de stationnement étaient remplis à capacité. À la



L'achalandage

Le Réseau GO a connu une année record en 1988-1989, l'achalandage global du réseau ayant dépassé le seuil des 30 millions de voyageurs. Bien que l'achalandage du service d'autobus ait diminué, celui du service ferroviaire s'est accru de 5,8 % par rapport à l'exercice précédent. Les lignes secondaires ont connu des hausses remarquables : un peu plus de 19 % sur la ligne Richmond Hill et un peu plus de 20 % sur celle de Bradford. La ligne du Lakeshore s'est enrichie de 1,6 million de voyageurs additionnels, contre une hausse de 1,2 million pour l'exercice financier précédent.

La baisse générale de l'achalandage du service d'autobus n'a surpris personne, car la circulation automobile n'a cessé d'augmenter sur les routes empruntées par les autobus GO dans le Toronto métropolitain. Seuls deux trajets ont connu un achalandage accru : le nombre d'usagers empruntant le trajet Finch-Bayview a progressé de façon marquée (soit de 27,4 %), en raison du développement commercial et résidentiel que connaît la région de York, et le trajet Brampton-Guelph s'est enrichi de 1 000 voyageurs au cours de l'exercice.

Le transport en période creuse est devenu un élément de base des activités de la société : en effet, GO assure le transport des spectateurs à des événements spéciaux, comme les parties de base-ball des Blue Jays de Toronto, les parties de football des Argonauts de Toronto, l'Exposition nationale canadienne (CNE), et à de nombreux autres spectacles et événements ouverts au grand public.

La société offre maintenant un laissez-passer d'un jour, non remboursable, aux usagers uniques et pour les événements spéciaux. Ce billet aller-retour permet à l'usager d'effectuer au cours d'une journée un nombre illimité de déplacements entre deux points sur le réseau de GO; de plus, comme il n'est pas nécessaire de le composer, l'utilisation du réseau est simplifiée pour les voyageurs qui ne connaissent pas le système de preuve de paiement instauré par GO.

Cette hausse de l'achalandage est attribuée, en partie, à la croissance démographique continue des agglomérations desservies par la société. Pour éviter les embouteillages, les banlieusards se sont tout naturellement tournés vers le transport en commun. Le prolongement de la ligne du Lakeshore vers l'est jusqu'à Whitby a également attiré un certain nombre de nouveaux voyageurs. À la fin de l'exercice, le nombre moyen de déplacements quotidiens en semaine sur le tronçon est de la ligne du Lakeshore, inauguré en décembre 1988, était en hausse de 2 500; de ce nombre, 1 500 déplacements étaient effectués par d'anciens usagers du service d'autobus du Réseau GO ayant opté pour le nouveau service ferroviaire, et le reste, soit 1 000 déplacements, par de nouveaux usagers du Réseau GO.

Nombre de voyageurs

(en millions)

84-85	14,701	10,010
85-86	15,204	10,226
86-87	16,118	10,460
87-88	17,615	11,112
88-89	19,710	10,759
Exclusion faite des services assurés en sous-traitance		
	Train	Autobus

Nombre de voyageurs sur l'ensemble du réseau

Evolution en pourcentage sur l'exercice précédent

84-85	2,7
85-86	3,2
86-87	4,2
87-88	8,1
88-89	6,1

Ne comprend pas les services assurés en sous-traitance.

LE SERVICE AVANT TOUT

L'exercice financier 1988-1989 a été marqué de nombreuses nouvelles réalisations. Parmi les plus remarquables, signalons la mise en place par la société de sa propre voie ferrée à l'est de Pickering, l'inauguration du service ferroviaire vers cette ville de banlieue, et le dépassement de l'objectif d'achalandage de 30 millions de voyageurs. De plus, pour la première fois, la société a dépassé son objectif en matière de revenu d'exploitation: celui-ci s'est établi, en effet, à plus de 65 % des dépenses d'exploitation. Au cours de la dernière année, le revenu d'exploitation a représenté 68,5 % des dépenses, tandis que la

subvention d'exploitation a été réduite à 45,9 millions de dollars, contre 47,6 millions de dollars pour l'exercice précédent.

La société a également fait une utilisation optimale des fonds mis à sa disposition. Grâce à une amélioration de la productivité, le coût est demeuré relativement faible, à 4 \$. Toutes ces mesures contribuent à maintenir à un niveau minimum stable la subvention du gouvernement de l'Ontario.

La société est donc fière des nombreux changements et solutions qu'elle a apportés à ses activités au cours de la dernière année. Je

tiens à féliciter tous les employés de leur dévouement et de leur aptitude à satisfaire la demande beaucoup plus importante, tout en maintenant un service de haute qualité.

Les faits saillants de cette année tout à fait exceptionnelle sont exposés dans les pages qui suivent. À notre avis, le présent rapport témoigne de la force de notre engagement, dans le passé, le présent et l'avenir, à miser sur le service à la clientèle, avant tout.

Le directeur général de l'Exploitation,

T.G. SMITH



▲ Une première : à la nouvelle station de Whitby, un train attend sur la voie ferrée construite par le Réseau GO.

Page couverture : Deux trains GO roulant en parallèle vers une immense banlière montée sur la voie marquant l'ouverture officielle du nouveau tronçon, grâce auquel le service est maintenant assuré jusqu'à Whitby.

LE CHANGEMENT : DÉFI À RELEVÉ

Le Réseau GO a connu au cours de la dernière année la plus forte croissance de toute son histoire. Face à la croissance démographique des agglomérations du Toronto métropolitain, c'est avec fierté que je constate à quel point la société a fait preuve d'ingéniosité et fait appel à son esprit d'initiative afin de satisfaire la demande de service sans précédent.

Pour satisfaire les besoins urgents des agglomérations qu'il dessert, le Réseau GO a adopté des solutions très variées, portant sur tous les aspects de son service, notamment l'équipement, les stations, les parcs de stationnement, voire même son système de perception des titres. Certaines initiatives en matière d'amélioration du service à la clientèle, abordées dans le présent rapport annuel, ont exigé que la société modifie ses politiques existantes et adopte de nouvelles stratégies.

Le 30 octobre 1988, nous avons mis en oeuvre un nouveau système de preuve de paiement fondé sur le principe d'intégrité. Grâce à ce système, les usagers réguliers, particulièrement ceux qui sont munis de laissez-passer mensuels, peuvent se rendre plus rapidement à leur train. Ils ne sont plus tenus de monter leur titre de transport au guichetier de leur arrivée à la station. Cette nouvelle méthode a d'abord été mise à l'essai avec succès sur la ligne Milton, et tous nos usagers du service ferroviaire sont maintenant en mesure d'en apprécier les avantages.

Nous avons également mis en service la nouvelle locomotive F59PH, appareil novateur spécialement conçu pour le service de banlieue. Au cours de la dernière année, nous avons ajouté à notre parc de matériel roulant la troisième génération de la voiture de banlieue à deux niveaux; elle comporte de nombreuses améliorations destinées à accroître le confort et la sécurité des passagers. Voilà autant de preuves tangibles de notre engagement à offrir un meilleur service aux voyageurs.

En fait, l'amélioration la plus remarquable du service de transport en commun du Réseau GO a été l'inauguration, le 5 décembre 1988, d'un tronçon de 15 kilomètres qui a prolongé la ligne du Lakeshore vers l'est, de Pickering à Whitby. Cette expansion représente une première pour le Réseau GO, car c'est la première fois que la société construit elle-même également des stations. Deux nouvelles stations ont été inaugurées de celles-ci, plus de 2 000 résidents de la région de Durham ont participé aux diverses activités, dont l'ouverture symbolique du tronçon par deux trains de banlieue roulant en parallèle vers une immense banlière montée sur la voie.

Et enfin, autre réalisation importante, l'achalandage, qui a franchi le cap des 30 millions de voyageurs en 1988, atteignant ainsi un nouveau sommet. En effet, nous sommes aujourd'hui bien loin des 2,5 millions de passagers que la société a accueillis au cours de sa première

année d'exploitation, sur l'unique ligne ferroviaire qu'elle exploitait à l'époque. Selon les prévisions, la demande de services de transport en commun s'accroîtra encore davantage. En collaboration avec le gouvernement de l'Ontario et les municipalités du Toronto métropolitain, le Réseau GO compte continuer de répondre aux besoins en constante évolution de la population avec le même dévouement dont il a fait preuve par le passé. Je tiens à remercier tout particulièrement les membres du Conseil d'administration, qui représentent les régions desservies par la société; leur participation et leurs conseils se sont révélés un précieux atout au cours de la dernière année dans la recherche de moyens de satisfaire les besoins de la population. En tant que membres du Conseil d'administration, c'est avec enthousiasme que nous anticipons de relever les défis qui ne manqueront pas de se présenter au cours des prochaines années et de participer aux réalisations de la société.

Le président du Conseil,

L.H. Parsons

L.H. PARSONS



GO Transit

(416) 665-9211 Fax (416) 665-9006



1120 Finch Avenue West
Toronto (Downsview), Ontario
Canada
M3J 3J6

Toronto, le 27 juillet 1989

L'honorable Ed Fulton

Ministre des Transports

Immeuble Ferguson

Queen's Park

Toronto (Ontario)

M7A 1Z8

Monsieur le Ministre,

Au nom des membres du Conseil d'administration, j'ai l'honneur de vous présenter le rapport annuel 1988-1989 de la Régie des transports en commun de la région de Toronto.

Je tiens à vous remercier, ainsi que le personnel du ministère des Transports, de votre collaboration et de l'assistance que vous continuez de prêter au Réseau GO; nous espérons que la qualité des rapports qu'entre-tiennent nos deux organismes se renforcera encore davantage dans l'avenir.

Veillez agréer, Monsieur le Ministre, l'assurance de ma considération distinguée.

Le président du Conseil,

Louis H. Parsons



Ministère
of
Transportation
des
Transports

Office of the
Minister
Bureau du
Ministre

(416) 965-2101

Ferguson Block 3rd Floor
Edifice Ferguson, 3^e étage
77 West Beaver Creek
Toronto, Ontario
M7A 1Z8

Toronto, le 28 juillet 1989

L'honorable Lincoln M. Alexander
Lieutenant-gouverneur de l'Ontario
Hôtel du gouvernement
Queen's Park
Toronto (Ontario)
M7A 1A1

Monsieur le Lieutenant-gouverneur,

J'ai le privilège de présenter, à votre intention ainsi qu'à celle des membres de l'Assemblée législative, le compte rendu des activités de la Régie des transports en commun de la région de Toronto pour l'exercice clos le 31 mars 1989.

Je vous prie d'agréer, Monsieur le Lieutenant-gouverneur, l'assurance de ma très haute considération.

Le ministre,

Ed Fulton

Rapport annuel Réseau GO

Pour l'exercice clos
le 31 mars 1989



Régie des transports
en commun de la
région de Toronto



Ontario

CAZON
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- A56

CAZON
DT 160
- A56

GO Transit Annual Report

For the year ended
March 31, 1990



Toronto Area
Transit Operating
Authority





Ministry
of
Transportation

Ministère
des
Transports

Ferguson Block, 3rd Floor
11 West Beaver St. West
Toronto, Ontario
M7A 1Z6

Edifice Ferguson 3^e étage
11, rue Westbeaver, 11^e étage
Toronto, Ontario
M7A 1Z6

Office of the
Minister

Bureau du
ministre

(416) 965-2101

19 July 1990

The Honourable Lincoln M. Alexander
Lieutenant Governor of Ontario
Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A1

May It Please Your Honour:

I have the privilege of presenting for the information of Your Honour and the Legislative Assembly the report of the activities of the Toronto Area Transit Operating Authority for the year ended 31 March 1990.

Respectfully submitted,

WILLIAM WRYE
Minister



GO Transit

1120 Finch Avenue West
Toronto (Downsview), Ontario
Canada
M3J 3J5

(416) 665-9211 Fax (416) 665-9006

13 July 1990

The Honourable William Wrye
Minister of Transportation
Ferguson Block
Queen's Park
Toronto, Ontario
M7A 1Z6

Dear Mr. Minister:

It is my honour, on behalf of the Members of the Board, to present the 1989-90 annual report of the Toronto Area Transit Operating Authority.

It is also my pleasure to extend our thanks to you and your staff at the Ministry of Transportation for your continuing co-operation and assistance, a special relationship which we at GO Transit hope will continue to grow.

Respectfully submitted,

LOUIS H. PARSONS
Chairman

CADEN
DTIL
- A-76

INTO THE NINETIES

It was another year of record growth for GO Transit.

We reached a new peak, transporting well over 34 million riders on our distinctive green-and-white trains and buses. The trains alone handled 24 million, nearly 10 times the ridership in our first year back in 1967. And the Lakeshore line carried over 18 million passengers, which just 11 years ago was the number handled by the entire system, bus and rail combined.

Such growth will not abate as long as Southern Ontario's economic development continues unchecked. But boom times carry a price, and the Toronto area is paying that price in road and highway gridlock. So more than ever before, people are taking to public transit as their best means of getting around, of commuting between home and work. The pressures to provide good service have consequently never been as great.

We at GO Transit are proud of having responded ably to such pressures over the

years. We intend to keep doing so, to remain one of Canada's premier transit systems.

Of course, we have the full support of the Province of Ontario, which has long recognized the importance of quality transit service to a metropolitan region such as ours. The Government again demonstrated that commitment in its 1989 budget, pumping an additional \$2 billion into transportation capital investment, the lion's share, \$1.2 billion, for the Greater Toronto Area; GO's allotment was \$400 million.

This new funding will pave the way for service expansions unparalleled in our history. By the end of the decade, the network will connect all major city centres across the region, and all-day train service will not be confined just to the Lakeshore line. GO Transit will become an even more essential component of the Greater Toronto Area's transportation infrastructure.

As we move into this new expansionary era, I am confident that all who have made a

significant contribution this past year will continue to give their best. They include our Board Members; our train service operators, CN Rail and CP Rail; the Ontario Ministry of Transportation; and our staff, whose dedication has made GO one of the best transit systems anywhere.

I thank them for their efforts.

A handwritten signature in dark ink, appearing to read 'L.H. Parsons', is written in a cursive, flowing style.

L.H. PARSONS
Chairman

A NEW ERA OF EXPANSION

Unprecedented growth dominated the fiscal year. More people than ever before relied on GO Transit for transportation, whether to commute to work or for leisure and other business.

We posted the decade's highest ridership increases, carrying a record number of passengers in the year. The GO system moved what amounted to a small city's population every weekday.

Recognizing this rapidly growing demand, the Government of Ontario reaffirmed support for public transit with a significant increase in funding, on top of the annual subsidies paid out for roads and transit across the province.

Our share of the new monies will accelerate our long-range plans for expanding service in existing corridors. All rail lines will grow dramatically in the next five to 10 years: off-peak service will be introduced on routes that now run in rush hour only, and all-day service will eventually operate across the network.

Preliminary work was well under way by year's end, including conceptual design and negotiation for all-day service with the railways, over whose rights-of-way GO Trains run. Meanwhile, incremental expansion had already begun taking place, with Lakeshore, Richmond Hill, and Stouffville train service all increasing in the year just past.

Expansion was not limited to the rail network. Incremental changes to meet passengers' needs were made to bus service as well, notably the "train buses" from Union Station that offer homebound service in lieu of the trains.

We were able to react quickly to increased demand, adding service, bus and rail, with minimal impact on our riders. And even though operating expenses increased as a result, costs were kept under control; in fact, our use of the funds available to us reached a new peak in efficiency. The Provincial subsidy dropped to \$1.42 a passenger, while the cost per passenger rose only marginally to \$4.09. Also, we recouped a record 70.9 per

cent of our operating costs through revenue, exceeding for the second successive year our target of 65 per cent.

The facts and figures following speak for themselves. They attest to our commitment to maintaining the highest-possible quality of service for the travelling public — a service that, simply, puts the passenger first.



T.G. SMITH
Managing Director



Ridership

Train ridership scaled new heights in 1989-90.

Twenty-four million passengers rode the trains, nearly as many as the entire bus and rail system had carried a mere six fiscal years ago. Train ridership increased by 21 per cent over 1988-89, growth which has not been experienced since the mid-1970s.

All six train services posted substantial gains. Only two lines, Georgetown and Stouffville, had increases under 20 per cent — both, however still much higher than the 8-per-cent overall growth in total travel, by car and all forms of transit, across the Metro Toronto boundary. The Lakeshore line accounted for 3 million of the train network's 4.2-million increase in passengers; much of

◀ *Rush-hour commuters at Whitby station*

Cover: Milton line GO Train crossing Highway 403 in Mississauga

the Lakeshore's gain resulted from the December 1988 extension of train service to Whitby.

Bus ridership continued to drop, generally because of traffic congestion on roads and highways throughout the region. The new Whitby GO Train was also a factor, as bus passengers flocked to the trains. Two services, however, experienced strong growth: the North Yonge route between Richmond Hill and Finch subway, which attracted 7 per cent more riders than last year, and the relatively new Highway 403 weekday service linking Oakville and Mississauga with Yorkdale and York Mills subways, which grew by 18 per cent.

Overall, the combined train and bus system carried a record 34½ million passengers, an increase of 12 per cent over the fiscal year before — a growth rate greater than any since the late 1970s.

Average weekday carryings also reached new highs, hitting the 129,000 mark in August (a month usually buoyed by ridership to the Canadian National Exhibition).

Passenger Carryings

Millions

	Rail	Bus
85-86	15.284	10.226
86-87	14.110	10.460
87-88	17.615	11.112
88-89	19.764*	10.759
89-90	24.0	10.159

Contract service excluded

System Passenger Carryings

Percentage change over previous fiscal year

85-86	+3.2
86-87	+4.2
87-88	+8.1
88-89	+6.3*
89-90	+11.9

Contract service excluded

*Revised from 1988-89 annual report

Bus Corridor Carryings

Percentage change 85-86 to 89-90

Hamilton	-3.8
Milton	-1.8
Georgetown	-4.0
Bolton	Not applicable
Newmarket	+13.9
Uxbridge	-10.6
Oshawa	-20.8

Contract service excluded

Rail Corridor Carryings

Percentage change 85-86 to 89-90

Lakeshore	+57.8
Georgetown	+33.8
Richmond Hill	+92.6
Milton	+58.6
Bradford	+90.0
Stouffville	+39.8

Statistics

Corridor	Passengers Carried (Thousands)			Route kilometres Operated (At year end)		Kilometres Operated (Thousands)	
	1989-90	1988-89	% Change	1989-90	1988-89	1989-90	1988-89
Rail							
Lakeshore	18,168	15,121*	+20.2	110	110 *	1,841	1,513
Georgetown	1,898	1,674*	+13.4	47	47	94	96
Richmond Hill	1,061	784*	+35.3	34	34	103	84
Milton	2,093	1,536	+36.3	50	50	164	101
Bradford	397	314	+26.4	67	67	32	32
Stouffville	383	335	+14.3	47	47 *	28	24
Total	24,000	19,764*	+21.4	355	355 *	2,262	1,850
Bus							
Hamilton	2,136	2,149	- 0.1	242	178	4,725	4,203
Milton	160	221	-27.6	56	116	494	734
Georgetown	1,312	1,342	- 2.2	284	283	2,599	2,437
Bolton	16	13	+23.1	64	66	106	90
Newmarket	4,574	4,420	+ 3.5	316	323	4,135	4,017
Uxbridge	101	102	- 1.0	172	178	374	389
Oshawa	1,860	2,512	-26.0	177	174	2,257	2,636
Total	10,159	10,759	- 5.6	1,311	1,318	14,690	14,506
System Subtotal	34,159	30,523*	+11.9	1,666	1,673 *	16,952	16,356
Canada's Wonderland Contract Service	298	315*	- 5.4	29	29	354	409
System Total	34,457	30,838*	+11.7	1,695	1,702 *	17,306	16,765

*Revised from 1988-89 annual report

Service

Service was increased and enhanced throughout the year in response to public demand.

On the Lakeshore line, a third 12-car trainset was introduced to ease critical rush-hour crowding. Two Hamilton-Toronto through trains, morning and evening, had been lengthened experimentally in March 1989 from the old maximum of 10 cars (dictated by platform length) through selective boarding at line stations and opening all doors in Union Station; this April one more trainset — again for a morning and an evening trip — was lengthened to provide much-needed seating capacity between Whitby and Toronto.

Rush-hour trains were also added in June between Oakville/Clarkson and Toronto, increasing capacity and balancing loads more evenly on the Lakeshore West; coupled with the new 12-car trains, these additions increased rush-hour seats by over 2,500.

Another GO first came in June with the opening of the SkyDome covered stadium in downtown Toronto: special train service was introduced on two limited-service lines for baseball and football home games. Beefed-up Lakeshore trains had for years been the staple for Blue Jays and Argonauts fans, but with the move from Exhibition Stadium to the

new Dome, the Milton and Richmond Hill lines began serving home games as well, running one train each to Union Station and back after the game. Initially these two lines' SkyDome specials were also offered for other events such as major concerts, but by year end they were restricted to baseball and football games only. Passengers could also reach SkyDome by regular GO Bus to the Toronto Transit Commission (TTC) subway at Finch, York Mills, and Yorkdale. GO and the TTC both participated in providing a special route for pedestrians between Union Station and the SkyWalk to the Dome.

Richmond Hill train service increased twice during the year. A fourth homebound evening train was added in June and a fourth morning inbound in October to meet the demand created by burgeoning residential development north of Metro Toronto. And fare integration was introduced in September between Richmond Hill Transit and the GO Train, giving passengers yet more incentive to ride.

Pioneered by GO a decade earlier, this program integrates fares with local transit to allow free transfer (or at a sizeable discount) between the local system and the GO Train. By encouraging transit use, it helps take cars off local roads and GO's own parking lots,

and is subsidized jointly with the participating municipality. Fare integration came to Milton as well in July. With Milton Transit and Richmond Hill Transit on board, it was now being offered with 10 local systems, including the TTC, which with GO introduced the discounted Twin Pass in early 1988.

The train network expanded again in January. Frequency on the Stouffville line doubled with a second morning and second evening train; at the same time, new bus connections began linking with the Richmond Hill train at Langstaff station to give Stouffville train commuters even more travel choices than before, morning and evening.

Improvements came too on the bus side of operations.

GO began running the entire bus network directly, ending almost two decades of service using outside contractors and their drivers. The Oshawa corridor came under GO's jurisdiction in December, the last to do so in a phase-in which had begun, corridor by corridor, in 1984. In assuming operational responsibility for the Oshawa run from Gray Coach, as well as the Charterways segment between Oshawa and Bowmanville, GO now staffed and ran all routes directly, improving coordination and efficiency. The legacy of contract service lives on, however, in the



GO Bus boarding at Whitby station ▲

standard of excellence provided to the public over the years, one that GO's own drivers will strive to continue, undiminished.

The "train bus" service launched last year proved popular and expanded to meet demand. A first for GO, these buses offer commuters a homebound option after the last scheduled train and run, on request, to select stations on the Georgetown and Stouffville lines, direct from downtown Toronto's Union Station. The Georgetown run added a second early-evening trip in January, and at year's end plans were being finalized to increase frequency yet again and introduce midday service in both directions.

In March, a major change to the bus ticketing system took effect. New tickets in the Proof of Payment (POP) style were introduced, along with ticket-cancelling machines on board buses like the ones used by passengers in train stations since the rail network went POP in October 1988. Although not strictly an honor system like the trains', the new, computerized method uses the same ticket types and procedures, unifying ticketing once again for both networks. It allows passengers to switch between parallel services without having to buy separate tickets, or to transfer between trains and buses without further ticket-cancelling. The cancelling equipment was tested first on the "train

buses" before equipping all vehicles except those on the North Yonge and Bayview exact-cash farebox services.

Bus service accessibility was improved with "kneeling buses" that make boarding and disembarking easier for passengers. All new highway coaches, as well as some transit buses, are outfitted with a "kneeling" mechanism which lowers the front end to shorten the step from the ground by about 10 centimetres (four inches). Starting in July, GO experimented with specially marked "kneeling buses" in the Georgetown corridor in an effort to make service more accessible for passengers with handicaps. By year end several other routes had been assigned these buses too, including the Highway 403 service, the CityLink express between Hamilton and Toronto, and the North Yonge and Bay-

view buses between Finch subway and Richmond Hill.

Telephone information was made more accessible through a new toll-free line in May for all hearing-impaired callers using a telecommunications device for the deaf.

Accessibility improvements also included the ongoing updating of engineering standards for new construction. As well, an inventory of some 16 features addressing the needs of the ambulatory disabled was compiled for the retrofit of existing stations, and a study was undertaken on improving platform access at Lakeshore train stations through escalators; these improvements will be implemented in phases over several years, starting next fiscal year.

As demand for service grew, so did pressure on GO's parking lots. Expansions were

undertaken across the network where land and funds permitted: over 2,300 spaces were added during the year at 13 rail stations, increasing the system's parking capacity to more than 22,000 spots. With the availability of vacant land rapidly eroding, however, GO launched a parking management study to identify ways to make better use of the parking supply; one outcome will be to offer preferred parking to carpoolers at four test stations on the Lakeshore in the fall of 1990.

Other facility improvements of note included a \$1.4-million new rail station building for Bramalea (construction started in November and will finish in September 1990). Design was also completed for new passenger entrances, complete with POP ticket-cancelling machines, that will be built next fiscal year on train station platforms across the system to improve access and convenience.

Rolling Stock

Brand new equipment rolled in again this fiscal year.

The last of the third generation of 63 new bi-level rail cars ordered from UTDC Inc. in Thunder Bay arrived and went into service, allowing manufacture and delivery to start on 60 more cars. Bi-level IV, consisting of 54 coaches and nine cab cars, is the fourth version since this innovative car was introduced in 1978 and features further refinements to the design, including more powerful air-conditioning. By year end most of the order had been delivered, bringing the fleet to 262 cars — all bi-levels, since the last 10 single-levels still active had been taken out of service in November.

In October yet another 60 cars were ordered, all coaches. Worth \$78 million, the new batch will be delivered between May 1990 and April 1991, expanding the fleet to 334 cars. Like the other models, Bi-level V will also incorporate design improvements; proposed features include passenger alarms, and emergency escape and access improvements which resulted partly from the

lessons learned in September's Operation Siamese, the largest mock disaster staged in Toronto (and possibly North America).

The second batch of 12 F59PHs, GO's new standard locomotive, was delivered during the year. Built expressly for commuter service, the F59PH was designed jointly with the manufacturer, General Motors of Canada's Diesel Division, of London, Ontario. It features numerous improvements over older types, including vastly improved traction and fuel economy, as well as quieter operation, and can singly haul 10-car trains. In October another 14 of these units were ordered for \$33.7 million and delivery in August through October 1990; with their arrival, the locomotive fleet will number 42, all F59s.

More new buses were purchased too to replace old ones as they retired. Ten 102A2 highway coaches had been ordered last fiscal year from Motor Coach Industries in Winnipeg, and 14 more were ordered in July for \$3.7 million. All 24 were in revenue service by year end, bringing the number of buses of this model (all outfitted with the "kneeling" mechanism) to 60, and the fleet total to 201 buses of various types.

The Future

The May 1989 Provincial budget committed an extra \$400 million in capital funds to speed up long-range expansion plans for GO. Included in these plans were:

Enhancing train service on the Lakeshore West; a new train station at Aldershot between Burlington and Hamilton; and relocating the Hamilton train and bus terminals to the TH&B station to consolidate GO service in one location that will be local transit's downtown hub as well;

Extending train service from Whitby to Oshawa on the Lakeshore East; enhancing peak-period service and providing new, off-peak service on the Milton, Georgetown, Richmond Hill, and Stouffville rail lines; expanding Union Station and upgrading its track approaches; purchasing the rolling stock needed for these expansions; and accelerating expansion of train station parking lots.

By year end, conceptual design and negotiation with the railways were well under way for these expansions. Pre-design engineering started for the new, west concourse pro-

posed for Union Station so it can handle the expanded services and the demand generated by downtown Toronto's ever-growing commercial development. And work continued on improving connections between GO and the TTC at several train stations in Metro Toronto, funded by an earlier Provincial program announced in 1988.

As well, construction started this summer on the 15-kilometre extension of the Lakeshore's all-day train service from Oakville to Burlington, scheduled to open in June 1992. The major components of this \$110-million project are a third mainline track, bridge-widening, and upgrading of Oakville, Oakville West, Appleby, and Burlington stations.

The agenda is heavy, but with the full backing of the Province, GO is confident of meeting these challenges. By the end of the decade, a greatly expanded network, vastly different from the single Lakeshore train line of 1967, will connect all major city centres and support job creation across the entire region.

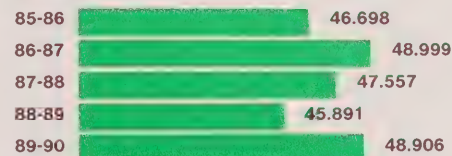
Rail Car Fleet

Active at year end



Subsidy

\$ Millions



Operating subsidy, excluding amortization

Subsidy Per Passenger

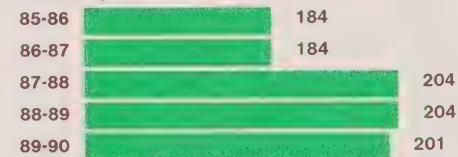
Dollars



Operating subsidy, excluding amortization

Bus Fleet

Active at year end



Cost Per Passenger

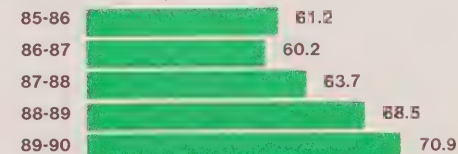
Dollars



Operating cost, excluding amortization

Cost Recovery

Percentage of operating costs recovered through revenue



See Notes to financial statements

Objectives

GO Transit (the Toronto Area Transit Operating Authority) is an Agency of the Crown established to:

Design and operate interregional transit for people whose travel takes them through more than one regional municipality;

And encourage convenient and efficient meshing of the transit systems operating in the Greater Toronto Area and interfacing with the GO Transit network.

Area of Jurisdiction

GO Transit is a voluntary association, empowered by legislation, of the Regional Municipalities of Peel, York, Durham, Halton, and Hamilton-Wentworth, the Municipality of Metropolitan Toronto, and the Province of Ontario.

Membership

GO Transit's Board comprises seven Members: the Chairman, appointed by the Lieutenant Governor in Council, and, ex officio, the Chairmen of the Councils of Peel, York, Durham, Halton, Hamilton-Wentworth, and Metropolitan Toronto.

It reports to Cabinet through the Minister of Transportation.

Members

L.H. PARSONS

Chairman

G.W. HERREMA

Vice-Chairman of the Board

Chairman, Council of

The Regional Municipality of Durham

R.F. BEAN

Chairman, Council of

The Regional Municipality of Peel

E.R. KING

Chairman, Council of

The Regional Municipality of York

P.D. POMEROY

Chairman, Council of

The Regional Municipality of Halton

A. TONKS

Chairman, Council of

The Municipality of Metropolitan Toronto

R.J. WHYNOTT

Chairman, Council of

The Regional Municipality of

Hamilton-Wentworth

Minister

The Honourable WILLIAM WRYE

Minister of Transportation

Officers

T.G. SMITH

Managing Director

D.A. SUTHERLAND

Executive Director, Planning, Finance

and Administration

Secretary to the Board

A.M. ROBINSON

Director, Finance

Treasurer to the Board

Executive Staff

Reporting to the Chairman is the Managing Director, under whom are the Executive Directors of GO's three Divisions:

The Operations Division is responsible for the delivery of transportation service to the public and for rolling stock acquisition and maintenance. The Planning, Finance and Administration Division is charged with business and strategic planning and the organization's finance and administration. Responsible for engineering and development and plant management is the Engineering, Development and Plant Division.

J.A. BROWN

Executive Director, Operations

R.C. DUCHARME

Executive Director, Engineering,

Development and Plant

D.A. SUTHERLAND

Executive Director, Planning, Finance

and Administration

Employees

GO Transit's work force numbers about 1,100, ranging from front-line personnel such as bus drivers, ticket sellers, and transit enforcement staff, to behind-the-scenes employees

like mechanics, maintenance crews, telephone information guides, operations controllers, dispatchers, and office staff. Another 550 employed by CN Rail and CP Rail, GO's operating contractors, are also directly involved in running the system as train crews and servicing personnel.

Keeping the trains and buses running: (from left) operations controller Grant Turgeon at Steeprock garage, and Larry Bird and Dave Holman at Union Station. ▼



To the Members of the Toronto Area Transit Operating Authority, the Minister of Transportation and the Provincial Auditor:

We have examined the balance sheet of the Toronto Area Transit Operating Authority as at March 31, 1990 and the statements of equity, operations and changes in financial position for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as we considered necessary in the circumstances.

In our opinion, these financial statements present fairly the financial position of the Authority as at March 31, 1990 and the results of its operations and the changes in its financial position for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

A stylized, handwritten signature in dark ink that reads "Coopers & Lybrand". The script is fluid and cursive, with the ampersand being particularly prominent.

Coopers & Lybrand
Chartered Accountants

June 8, 1990

TORONTO AREA TRANSIT OPERATING AUTHORITY
BALANCE SHEET AS AT MARCH 31
(In thousands of dollars)

Assets

	1990	1989
Current		
Cash	\$ 14,319	\$ 100
Accounts receivable	7,171	3,302
Deposit with Canadian National Railway Company	11,912	12,300
Due from the Province of Ontario	28,759	39,483
Spare parts and supplies	1,422	1,690
Prepaid expenses	819	784
	<u>64,402</u>	<u>57,659</u>
Other (note 2)	<u>1,598</u>	<u>707</u>
Fixed		
Land	27,778	27,772
Buildings and equipment (note 3)	393,867	253,900
Leasehold improvements net of accumulated amortization of \$1,339 (1989 - \$988)	6,267	5,952
Improvements to railway right of way and railway plant, net of accumulated amortization of \$60,586 (1989 - \$50,168)	148,345	159,794
Trackwork and installation net of accumulated amortization of \$1,872 (1989 - \$Nil)	38,247	37,023
Construction in progress		
GO Train Service Expansion Program	58,942	85,986
Other	98,150	49,502
	<u>771,596</u>	<u>619,929</u>
	<u>\$837,596</u>	<u>\$678,295</u>

Liabilities

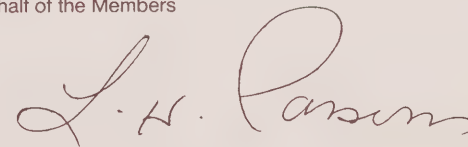
	1990	1989
Current		
Accounts payable and accrued liabilities	\$ 60,784	\$ 54,189
Unearned revenue in respect of tickets sold and not used	1,132	1,346
	<u>61,916</u>	<u>55,535</u>
Contingency (note 3)		
Commitments (note 7)		

Equity

Province of Ontario	775,680	622,760
	<u>\$837,596</u>	<u>\$678,295</u>

Signed on behalf of the Members

Chairman



Member



STATEMENT OF EQUITY

FOR THE YEAR ENDED MARCH 31

(In thousands of dollars)

	<u>1990</u>	<u>1989</u>
Equity — beginning of year	\$622,760	\$472,391
Capital contribution from the Province of Ontario	190,887	170,123
	<u>813,647</u>	<u>642,514</u>
Amortization of capital contributions	(37,967)	(19,754)
Equity — end of year	<u>\$775,680</u>	<u>\$622,760</u>

STATEMENT OF OPERATIONS

FOR THE YEAR ENDED MARCH 31

(In thousands of dollars)

	<u>1990</u>	<u>1989</u>
Revenue		
Commuter services	\$ 86,510	\$ 71,682
Sundry revenue (note 5)	3,336	2,628
Gain on sale of fixed assets	<u>2,339</u>	<u>2,872</u>
	92,185	77,182
Expenses (note 6)		
Train and bus operations	107,537	85,726
Terminals and plant	45,065	34,693
General and administration	<u>26,456</u>	<u>22,408</u>
	<u>179,058</u>	<u>142,827</u>
Loss from operations	86,873	65,645
Operating subsidy from the Province of Ontario including amortization of capital contributions of \$37,967 (1989 - \$19,754)	<u>86,873</u>	<u>65,645</u>
Net income for the year	<u>\$ —</u>	<u>\$ —</u>

STATEMENT OF CHANGES IN FINANCIAL POSITION

FOR THE YEAR ENDED MARCH 31

(In thousands of dollars)

	1990	1989
Cash provided by (used in) operating activities		
Revenue	\$ 92,185	\$ 77,182
Expenses	(179,058)	(142,827)
Non-cash items —		
Depreciation and amortization	37,967	19,754
Gain on sale of fixed assets	(2,339)	(2,872)
	(51,245)	(48,763)
Net change in non-cash working capital items	13,857	6,415
	(37,388)	(42,348)
Cash provided by (used in) investment activities		
Fixed assets additions	(190,887)	(170,123)
Other assets additions	(891)	—
Fixed assets disposals	3,592	2,842
	(188,186)	(167,281)
Cash provided by financing activities		
Province of Ontario —		
Operating subsidy	48,906	49,470
Capital contributions	190,887	160,198
	239,793	209,668
Net increase in cash	14,219	39
Cash — beginning of year	100	61
Cash — end of year	<u>\$ 14,319</u>	<u>\$ 100</u>

NOTES TO FINANCIAL STATEMENTS

FOR THE YEAR ENDED MARCH 31, 1990

(In thousands of dollars)

1. Significant accounting policies

These financial statements are prepared by management in accordance with accounting principles generally accepted in Canada. The significant accounting policies are as follows:

(a) Spare parts and supplies

Spare parts and supplies are valued at the lower of cost and replacement cost.

(b) Fixed assets

Fixed assets are recorded at cost.

The Authority provides for the depreciation and amortization of the various classes of assets over their estimated useful lives on a straight line basis. Depreciation for locomotives and auxiliary power control units is calculated using a straight line rate applied to cost plus an estimation of future overhaul costs.

Buildings and equipment	
Shelters and ticket booths	5 years
Other buildings	20 years
Locomotives and auxiliary power control units	25 years
Other railway rolling stock	25 years
Buses	12 years
Parking lots	20 years
Sundry — Furniture and fixtures	12 years
— Other	3-5 years
Improvements to railway right of way and railway plant	20 years
Trackwork and installation	20 years
Leasehold improvements	20 years

(c) Commuter services revenue

Revenue is recognized when the transportation service is provided. Unearned amounts are reflected in the balance sheet as current liabilities.

(d) Subsidies

Operating subsidies paid by the Province of Ontario are treated as reductions of operating losses. Gains and losses from the disposition of fixed assets are included in operations. Capital contributions from the Province of Ontario are included in equity and are amortized to income over the useful lives of the related assets.

2. Other assets

Included in other assets is a balance of sale of \$891 arising from the sale of land surplus to the Authority's needs.

This property was sold in March 1988 but was recorded in the current year due to delay in transferring the original title to the property to the Authority by the Province of Ontario. Interest is being charged at a rate commencing at 8% and increasing at 1% at the end of each five year period until February 28, 2013 when the proceeds become due. Additional interest may be earned based on the net income from the property. Total interest in a single year cannot exceed 18%. The asset is collateralized by a second mortgage on the property.

3. Buildings and equipment

	1990		1989	
	Cost	Accumulated depreciation	Net book value	Net book value
Buildings	\$ 54,993	\$ 17,968	\$ 37,025	\$ 37,574
Locomotives and auxiliary power control units	76,548	14,959	61,589	14,394
Uni-level coaches	24,896	17,915	6,981	8,214
Other railway rolling stock	302,176	46,966	255,210	164,794
Buses	33,690	17,015	16,675	15,719
Parking lots	14,252	4,094	10,158	7,946
Sundry	13,449	7,220	6,229	5,259
	<u>\$520,004</u>	<u>\$126,137</u>	<u>\$393,867</u>	<u>\$253,900</u>

The Authority is actively seeking a purchaser for 99 uni-level coach units which are considered to be surplus. The balance recoverable from the deposition may be less than the net book value of \$6,981; however, it cannot be determined at this time.

No provision for the loss, if any, related to the potential impairment of the value of the 99 uni-level coach units has been reflected in the accompanying balance sheet.

4. Operating agreements

A significant amount of the services provided by the Authority are operated by outside parties using rolling stock owned by the Authority. These services are governed by the agreements with the Canadian National Railway Company and Canadian Pacific Limited.

5. Sundry Revenue

The details of sundry revenue are as follows:

	1990	1989
Interest income	\$ 935	\$ 446
Rentals — rolling stock	191	206
Rentals — space	854	715
Advertising revenue	263	243
Commissions — ticket sales	674	602
Other	419	416
	<u>\$3,336</u>	<u>\$2,628</u>

6. Expenses

Further details of expenses are as follows:

	1990	1989
Salaries, wages and fringe benefits	\$ 41,538	\$ 33,979
Payments to outside parties for operation of services	50,949	47,759
Fuel and oil	9,546	7,935
Other expenses	28,028	23,075
	<u>130,061</u>	<u>112,748</u>
Leases, rentals and user charges	11,030	10,325
Depreciation and amortization	37,967	19,754
Total expenses	<u>\$179,058</u>	<u>\$142,827</u>

Of the total expenses above \$130,061 (1989 - \$112,748) is recognized as recoverable, in part, from passengers and other sources of revenue. The target amount to be ultimately recovered has been established by the Authority at 65% of the recoverable expenses. In 1990, total revenue amounted to \$92,185 (1989 - \$77,182) and represents a recovery of 70.9% (1989 - 68.5%) of the recoverable expenses.

7. Commitments

(a) Purchase of bi-level commuter rail cars

The Authority has entered into contracts with the Urban Transportation Development Corporation Inc. for the purchase of bi-level commuter rail cars.

The estimated balance of the purchase price for the 67 cars remaining to be delivered is \$78,192.

(b) Purchase of locomotives

The Authority has entered into contracts with General Motors of Canada Ltd. for the purchase of replacement locomotives.

The estimated balance of the purchase price for the 15 remaining locomotives is \$21,957.

(c) Leases

Minimum operating lease payments in each of the next five years and in aggregate are as follows:

1990 - 1991	\$ 3,997
1991 - 1992	3,731
1992 - 1993	3,504
1993 - 1994	3,254
1994 - 1995	3,054
Thereafter	12,840
	<u>\$30,380</u>

In addition to the commitments above, the Authority has entered into an agreement to lease land which expires in 2079. The annual rental under this lease is \$153.

8. Pensions

The Authority provides pension benefits for substantially all its permanent employees through participation in the Public Service Pension Fund established by the Province of Ontario. The Authority's share of contributions to the plan during the year was \$2,144 (1989 - \$1,409). This amount represents the total obligation of the Authority and is included as an expense in the Statement of Operations.

9. Board remuneration

Total remuneration of Members of the Board of Directors was approximately forty-eight thousand dollars during the fiscal year.

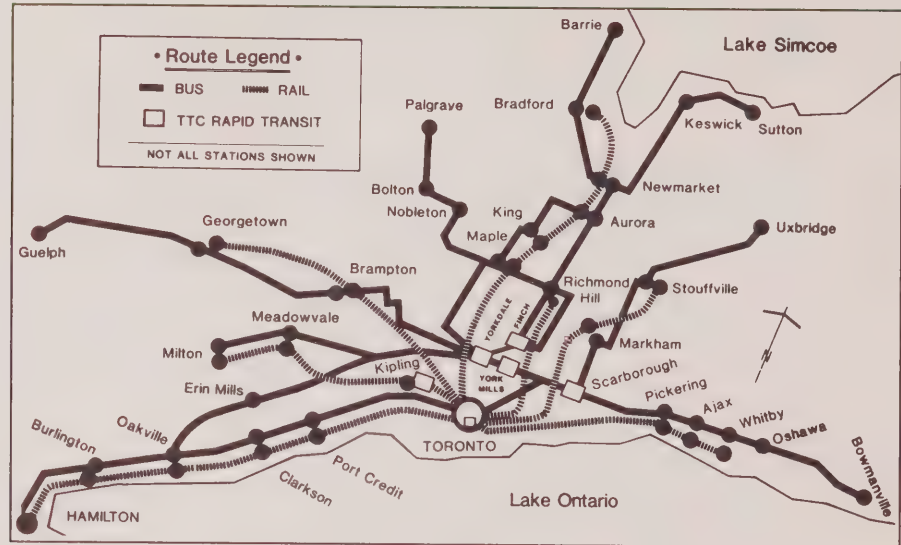
10. Comparative balances

The 1989 financial statements were reported on by other auditors.



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▲ The GO Train and GO Bus network at March 31, 1990

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 Photos: GO Transit

En plus des engagements mentionnés ci-dessus, la Régie a conclu une entente visant la location d'un terrain. Le loyer annuel aux termes de ce bail, qui échoit en 2079, s'établit à 1 53 \$.

8. Régimes de retraite

La Régie assure des prestations de retraite à la quasi-totalité de ses employés permanents en faisant partie du Régime de retraite des fonctionnaires établi par la province de l'Ontario. Durant l'exercice, la part de la Régie des cotisations au régime s'est chiffrée à 2 144 \$ (1 409 \$ en 1989). Ce montant équivaut à l'obligation totale de la Régie et est compris dans les charges dans l'état des résultats d'exploitation.

9. Rémunération du conseil

Durant l'exercice, la rémunération versée aux membres du conseil d'administration s'est élevée à environ quarante-huit mille dollars.

10. Chiffres correspondants

D'autres vérificateurs ont fait rapport sur les états financiers de 1989.

Du montant total des dépenses ci-dessus, il est jugé que 130 061 \$ (112 748 \$ en 1989) pourront en partie être recouverts des passagers et d'autres sources de revenu. Le montant pouvant finalement être recouvert a été fixé par la Régie à 65 % des dépenses recouvrables. En 1990, le total des revenus s'élève à 92 185 \$ (77 182 \$ en 1989), soit un recouvrement de 70,9 % (68,5 % en 1989) des dépenses recouvrables.

7. Engagements

(a) Acquisition de voitures à deux étages desservant les banlieues

La Régie a conclu des contrats avec la Société de développement du transport urbain Ltée pour l'achat de voitures à deux étages pour desservir les banlieues.

Le solde estimatif du prix d'achat à l'égard des 67 voitures qui n'ont pas encore été livrées s'établit à 78 192 \$.

(b) Acquisition de locomotives

La Régie a conclu des contrats avec General Motors du Canada Limitée pour l'achat de locomotives de remplacement.

Le solde estimatif du prix d'achat à l'égard des quinze locomotives qui n'ont pas encore été livrées s'établit à 21 957 \$.

(c) Baux

Les versements minimaux en vertu de contrats de location-exploitation pour chacun des cinq prochains exercices s'établissent comme suit :

1990 - 1991	3 997 \$
1991 - 1992	3 731
1992 - 1993	3 504
1993 - 1994	3 254
1994 - 1995	3 054
Par la suite	12 840
	30 380 \$

La Régie cherche un acheteur pour 99 voitures coach, jugées excédentaires. Le solde recouvrable découlant de l'aliénation pourrait être inférieur à la valeur comptable nette de 6 981 \$, mais il est actuellement impossible de déterminer ce montant.

Aucune provision pour perte, le cas échéant, liée à la moins-valeur des 99 voitures coach n'a été établie dans le bilan.

4. Ententes d'exploitation

Une partie importante des services offerts par la Régie est exploitée par des régis par des ententes conclues avec la Compagnie des chemins de fer nationaux du Canada et Canadien Pacifique Limitée.

5. Revenus divers

Les revenus divers se composent comme suit :

Intérêts créditeurs	1990	1989
Location de matériel roulant	935 \$	446 \$
Location de surfaces	191	206
Revenu de publicité	854	715
Commissions sur les ventes de billets	674	602
Autres	419	2 628 \$

6. Dépenses

Les dépenses se détaillent comme suit :

Traitements, salaires et avantages sociaux	1990	1989
Paielement à des parties externes en contrepartie de l'exploitation de services	41 538 \$	33 979 \$
Carburant et huile	50 949	47 759
Autres dépenses	28 028	7 935
Baux, locations et dépenses des usagers	11 030	10 325
Amortissement	37 967	19 754
Total des dépenses	1 79 058 \$	142 827 \$

(d) Subventions

Les subventions d'exploitation accordées par la province de l'Ontario sont comptabilisées à titre de réduction des pertes d'exploitation. Les gains ou les pertes à l'aliénation d'immobilisations sont compris dans les résultats. L'apport de capital de la province de l'Ontario est inclus dans l'avoir et est porté aux résultats sur la durée d'utilisation des éléments d'actif connexes.

2. Autres éléments d'actif

Un solde de 891 \$ découlant de la vente d'un terrain excédentaire est compris dans les autres éléments d'actif.

La vente de cette propriété a eu lieu en mars 1988, mais elle a été comptabilisée durant l'exercice courant en raison du retard du transfert du titre de propriété original de la province de l'Ontario à la Régie. Des intérêts sont imputés à un taux de 8 %, majoré de 1 % à la fin de chaque période de cinq ans jusqu'au 28 février 2013, moment où le produit doit être versé. Des intérêts additionnels peuvent être imputés selon le revenu net tiré de la propriété. Le total des intérêts pour un an ne peut excéder 18 %. Cet élément d'actif est garanti par une hypothèque de deuxième rang sur la propriété.

3. Bâtiments et matériel

Bâtiments	Prix Amortissement cumulé	Valeur
Locomotives et groupes	54 993 \$	17 968 \$
électrogènes	76 548	14 959
Volitures coach	24 896	17 915
Autre matériel	302 176	46 966
Autobus	13 449	7 220
Terrains de stationnement	14 252	4 094
Divers	520 004 \$	126 137 \$
	393 867 \$	37 025 \$
	253 900 \$	37 574 \$

ÉVOLUTION DE LA SITUATION FINANCIÈRE

POUR L'EXERCICE TERMINÉ LE 31 MARS (en milliers de dollars)

1990	1989
Liquidités provenant des (affectées aux) activités d'exploitation	
Revenus	92 185 \$
Dépenses	77 182 \$
Éléments hors caisse :	(142 827)
Amortissement	37 967
Gain à la vente d'immobilisations	19 754
	(2 872)
(51 245)	(48 763)
13 857	6 415
(37 388)	(42 348)
Liquidités provenant des (affectées aux) activités d'investissement	
Nouvelles immobilisations	(190 887)
Nouveaux autres éléments d'actif	(891)
Aliénation d'immobilisations	3 592
(188 186)	(167,281)
Liquidités provenant des activités de financement	
Province de l'Ontario :	
Subvention d'exploitation	48 906
Apport de capital	190 887
239 793	160 198
14 219	209 668
100	39
14 319 \$	61
	100 \$

NOTES AFFÉRENTES AUX ÉTATS FINANCIERS

POUR L'EXERCICE TERMINÉ LE 31 MARS 1990 (en milliers de dollars)

1. Principales conventions comptables	
Ces états financiers ont été préparés par la direction, conformément aux principes comptables généralement reconnus au Canada. Les principales conventions comptables figurent ci-après :	
(a) Pièces de rechange et fournitures	
Les pièces de rechange et les fournitures sont évaluées au moindre du prix coûtant et de la valeur de remplacement.	
(b) Immobilisations	
Les immobilisations sont inscrites au prix coûtant. La Régie pourvoit à l'amortissement des différentes catégories d'éléments d'actif selon la méthode linéaire sur la durée d'utilisation prévue. Le prix coûtant des locomotives et des groupes électrogènes, majoré des frais prévus pour la révision future, est amorti selon la méthode linéaire.	
Bâtiments et matériel	
5 ans	Abris et guichets
20 ans	Autres bâtiments
25 ans	Locomotives et groupes électrogènes
25 ans	Autre matériel roulant des chemins de fer
12 ans	Autobus
20 ans	Terrains de stationnement
12 ans	Divers :
3 à 5 ans	Mobilier et agencements
20 ans	Autres
20 ans	Améliorations des droits de passage et de l'atelier de chemins de fer
20 ans	Travaux sur les voies et installation
20 ans	Améliorations locales
c) Revenus tirés des services de transport de banlieue	
Les revenus sont comptabilisés au moment où le service est rendu. Les produits non matérialisés figurent dans le bilan à titre de passif à court terme.	

AVOIR
POUR L'EXERCICE TERMINÉ LE 31 MARS
RÉSULTATS D'EXPLOITATION

(en milliers de dollars)

1990	1989
Revenus	71 682 \$
Services de transport de banlieue	2 628
Revenus divers (note 5)	2 872
Gain à la vente d'immobilisations	77 182
Dépenses (note 6)	107 537
Exploitation des trains et des autobus	85 726
Terminus et atelier	34 693
Frais généraux et administratifs	22 408
Perte d'exploitation	142 827
Subvention d'exploitation de la province de l'Ontario, y compris l'amortissement de l'apport de capital de 37 967 \$ (19 754 \$ en 1989)	65 645
Revenu net pour l'exercice	— \$

(en milliers de dollars)

1990	1989
Avoir au début de l'exercice	472 391 \$
Apport de capital de la province de l'Ontario	170 123
Amortissement de l'apport de capital	642 514
Avoir à la fin de l'exercice	622 760 \$

Aux membres de la Régie des transports en commun de la région de Toronto, au ministre des Transports et au Vérificateur provincial :

Nous avons vérifié le bilan de la Régie des transports en commun de la région de Toronto au 31 mars 1990 et les états de l'avoir, des résultats d'exploitation et de l'évolution de la situation financière pour l'exercice terminé à cette date. Notre vérification a été effectuée conformément aux normes de vérification généralement reconnues et a comporté, par conséquent, les sondages et autres procédés que nous avons jugés nécessaires dans les circonstances.

À notre avis, ces états financiers présentent fidèlement la situation financière de la Régie au 31 mars 1990 et les résultats de son exploitation ainsi que l'évolution de sa situation financière pour l'exercice terminé à cette date selon les principes comptables généralement reconnus, appliqués de la même manière qu'au cours de l'exercice précédent.

Coopers & Lybrand

Coopers & Lybrand
Comptables agréés
Le 8 juin 1990

Mission

Le Réseau GO (la Régie des transports en commun de la région de Toronto) est un organisme de la Couronne qui a pour mission de :

convoier et d'exploiter un service de transport régional à l'intention des usagers qui effectuent des déplacements dans plus d'une municipalité régionale;

faciliter la coordination efficace des services des réseaux de transport en commun du Toronto métropolitain et de ceux du Réseau GO.

Sphère d'activité

Le Réseau GO est une personne morale regroupant, sur une base volontaire, les municipalités régionales de Peel, York, Durham, Halton et Hamilton-Wentworth, la municipalité du Toronto métropolitain et la province de l'Ontario.

Conseil

Le conseil du Réseau GO compte sept membres : le président, nommé par le lieutenant-gouverneur en conseil, et, à titre de membres nommés d'office, les présidents des conseils de Peel, York, Durham, Halton, Hamilton-Wentworth et du Toronto métropolitain; le Conseil relève directement du ministre des Transports.

Membres

L.H. PARSONS
Président du Conseil

G.W. HERRREMA

Vice-président du Conseil

Président du conseil de la

municipalité régionale de Durham

R.F. BEAN

Président du conseil de la

municipalité régionale de Peel

E.R. KING

Président du conseil de la

municipalité régionale de York

P.D. POMEROY

Président du conseil de la

municipalité régionale de Halton

A. TONKS

Président du conseil de la

municipalité du Toronto métropolitain

R.J. WHYNOTT

Président du conseil de la

municipalité régionale de

Hamilton-Wentworth

Ministre

L'honorable WILLIAM WRYE

Ministre des Transports

Haute direction

T.G. SMITH

Directeur général de l'Exploitation

D.A. SUTHERLAND

Directeur, Service de la planification, des finances et de l'administration

et Secrétaire du Conseil

A.M. ROBINSON

Directeur des finances et

Trésorier du Conseil

Cadres supérieurs

La société est placée sous la direction du directeur général de l'Exploitation, qui relève du président du Conseil. Les dirigeants des trois grandes divisions de la société relèvent du directeur général de l'Exploitation :

Le Service de l'exploitation est responsable de la prestation de services de transport au grand public, de l'acquisition de matériel roulant et de l'entretien. Le Service de la planification, des finances et de l'administration est chargé de la planification financière et stratégique de la société, de la gestion financière et de l'administration de ses activités. Le Service du génie, du matériel et de l'aménagement du réseau est responsable des travaux d'ingénierie, de l'aménagement du réseau et de la gestion du matériel.

J.A. BROWN

Directeur, Service de l'exploitation

R.C. DUCHARME

Directeur, Service du génie, du matériel et

de l'aménagement du réseau

D.A. SUTHERLAND

Directeur, Service de la planification des finances et de l'administration

L'avenir

Dans le cadre du budget provincial déposé en mai 1989, des capitaux additionnels de 400 M\$ ont été accordés afin d'accélérer les projets d'expansion à long terme du Réseau

GO dont :

L'amélioration du service ferroviaire sur le tronçon ouest de la ligne du Lakeshore; la

construction d'une nouvelle gare à Aldershot, entre Burlington et Hamilton; et le déménagement des terminus de train et d'autobus à la

station TH&B, afin de centraliser le service GO à un seul endroit qui deviendra aussi la

plaque tournante du transport du centre-ville;

Prolongement du service ferroviaire de Whitby à Oshawa sur le tronçon est de la

ligne du Lakeshore; amélioration du service aux heures de pointe et nouveau service en

période creuse sur les lignes de Milton, Georgetown, Richmond Hill et Stouffville;

agrandissement de la station Union et modernisation des quais; achat du matériel roulant nécessaire à cette expansion; accélération des travaux d'agrandissement des parcs

de stationnement des gares.

À la fin de l'exercice, l'élaboration des plans et les négociations avec les sociétés ferroviaires en vue de l'expansion allaient bon

train. Des études techniques préliminaires

ont été entreprises en vue de construire le

nouveau hall ouest de la gare Union, permet-

tant ainsi d'intégrer les nouveaux services et de répondre à la demande résultant de l'ac-

croissement constant du commerce au centre-ville de Toronto. En outre, les travaux

visant à améliorer les correspondances entre le Réseau GO et la Commission de trans-

ports de Toronto dans de nombreuses stations de Toronto métropolitain se poursuivent. Ces travaux sont financés dans le cadre

d'un programme provincial annoncé en 1988.

De même, les travaux de construction d'un tronçon de 15 kilomètres prolongeant le ser-

vice ferroviaire quotidien du Lakeshore de Oakville à Burlington ont débuté cet été. Ce

tronçon sera en service en juin 1992. Les principaux éléments de ce projet de 110 M\$

sont la construction d'une troisième voie principale, l'élargissement des ponts et la rénovation des stations de Oakville, de Oakville

Ouest, d'Appleby et de Burlington.

Malgré un échéancier serré, le Réseau GO entend relever ces défis grâce à l'appui total

de la province. À la fin de la décennie, un réseau considérablement agrandi et sans

comparaison avec la seule ligne ferroviaire qui desservait le Lakeshore en 1967 reliera le

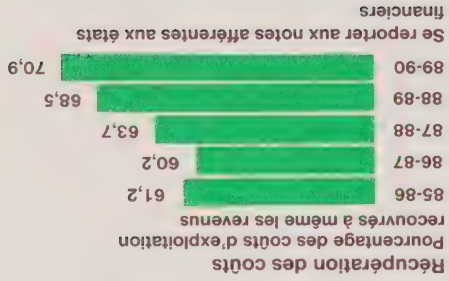
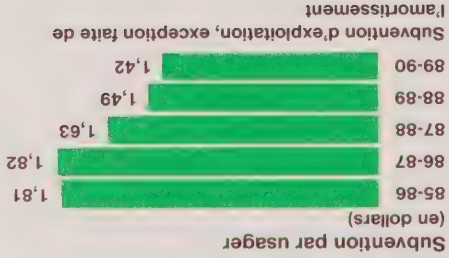
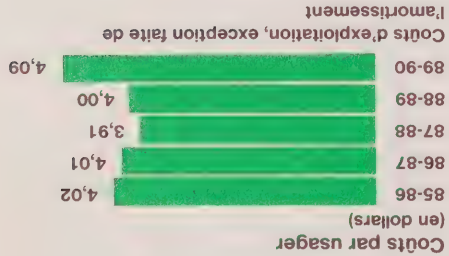
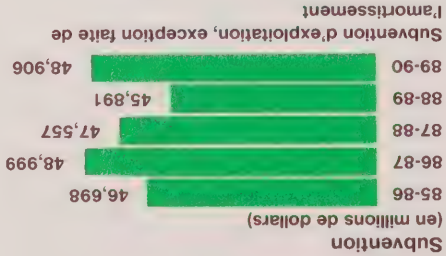
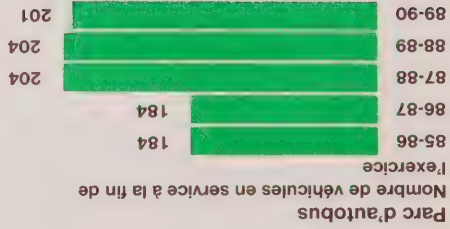
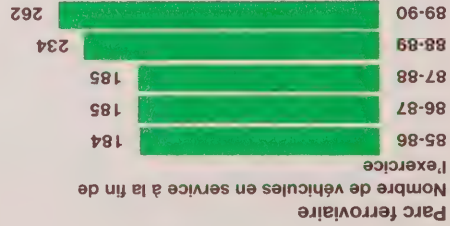
centre de toutes les villes principales, contribuant ainsi à la création d'emplois partout

Le personnel

Le Réseau GO compte environ 1 100 employés qui occupent des postes très variés, allant de ceux qui exigent un contact direct avec le public, comme les postes de chauffeur d'autobus, de guichetier et d'agent de surveillance, aux postes de services internes, comme ceux de mécanicien, du personnel d'entretien, de préposé au service de contrôle, d'enseignements téléphoniques, de contrôleur, de réparateur et du personnel de bureau. Encore d'autres employés, au nombre de 550, sont au service de CN Rail et de CP Rail, tous sous-traitants de la société, et ils participent activement à l'exploitation du réseau en leur qualité de personnel de train et d'employés d'entretien.

Se reporter aux photographies figurant dans la version anglaise, page 13 :

S'assurant du bon fonctionnement des trains et des autobus : (à partir de la gauche) les contrôleurs des opérations : Grant Turgeon au garage de Steepprock, et Larry Bird et Dave Holman à la gare Union



Le matériel roulant

Au cours de l'exercice, la société s'est encore dotée de nouveau matériel roulant.

Les dernières des 63 nouvelles voitures de train à deux étages, de la troisième génération, commandées auprès de la Société de développement du transport urbain, ont été livrées et mises en service, permettant ainsi aux services de la fabrication et de la livraison de commencer le travail sur 60 autres voitures. Le modèle de voitures de train à deux étages de quatrième génération, dont nous avons commandé 54 voitures coach et neuf voitures à cabines de commande, est la quatrième version de ce modèle innovateur qui a été introduit sur le marché en 1978. Cette voiture comprend plusieurs nouvelles améliorations, dont un système de climatisation plus puissant. À la fin de l'exercice, la majeure partie de la commande avait été livrée, portant le parc à 262 voitures, toutes à deux étages, puisques les dernières voitures à un étage qui étaient toujours utilisées ont été retirées des parcoures en novembre.

En octobre, le Réseau GO a commandé 60 autres voitures coach. D'une valeur de 78 M\$, cette nouvelle série de voitures sera livrée entre mai 1990 et avril 1991, portant le parc à 334 voitures. Comme les autres modèles, la voiture à deux étages de cinquième génération sera aussi de conception améliorée. Les caractéristiques proposées comprennent des alarmes pour les passagers et un meilleur accès aux nouvelles sorties de secours. Ces améliorations découlent en partie de la leçon apprise au cours du «Opération Siamèse» de septembre, le plus important désastre simulé à Toronto (et probablement en Amérique du Nord).

Le deuxième lot de 12 locomotives F59PH, la nouvelle locomotive standard du Réseau GO, a été livré au cours de l'exercice. Conçue expressément pour les trains de banlieue, la locomotive F59PH a été dessinée par Réseau GO et le manufacturier, la division des diesels de General Motors du Canada, de London (Ontario). Cette locomotive présente de nombreuses améliorations comparativement aux modèles précédents. Plus éco-

nomique, elle est dotée d'une traction gran-dement améliorée, son fonctionnement est plus silencieux, et elle peut tirer jusqu'à 10 voitures de train. En octobre, 14 autres locomotives ont été commandées pour un total de 33,7 M\$ et la livraison se fera des mois d'août à octobre 1990. À la livraison, le parc de locomotives comptera 42 locomotives, toutes de modèle F59.

De nouveaux autobus ont été achetés pour remplacer les anciens au fur et à mesure qu'ils sont retirés du parc. Dix autocars de modèle 102A2 ont été commandés au cours de l'exercice précédant à la société Motor Coach Industries, de Winnipeg, et 14 autres ont été commandés en juillet au coût de 3,7 M\$. Les 24 autocars étaient productifs de revenu à la fin de l'exercice, portant ainsi le nombre d'autobus de ce modèle (tous équipés du mécanisme de plancher surbaissé) à 60, et le total du parc à 201 autobus de différents modèles.

town et Stouffville, directement de la gare deuxième autobus a été ajouté en début de soirée sur la ligne de Georgetown en janvier, et à la fin de l'exercice, des plans ont été finalisés en vue d'augmenter encore la fréquence et d'établir un service de midi dans les deux directions.

En mars, un changement majeur a été apporté au système de billets d'autobus. En effet, de nouveaux billets utilisés conjointement avec un système de preuve de paiement ont été adoptés. Aussi, des compositeurs de billets, comparables aux machines utilisées par les passagers dans les gares de train depuis que le réseau ferroviaire a adopté le système de preuve de paiement en octobre 1988, ont été installés à bord des autobus. Bien que la nouvelle méthode informatisée ne soit pas strictement basée sur le principe d'utilité intégrée pour les trains, elle permet d'utiliser le même type de billet et les mêmes procédés, uniformisant ainsi, encore une fois, les billets des deux réseaux. Ce système permet aux passagers de changer de véhicule à l'interieur d'un service sans avoir à acheter des billets différents, ou passer d'un train à un autobus et vice versa, sans avoir à composer à nouveau le billet. Le matériel de compostage a été mis d'abord à l'essai dans les autobus partant des gares avant d'être installé à bord de tous les véhicules, à l'exception de ceux des lignes North Yonge et Bayview qui comportent un système de paiement à monnaie exacte.

L'accessibilité au service d'autobus a été améliorée au moyen des «autobus à plancher surbaissés» qui facilitent l'embarquement et le débarquement des passagers. Tous les nouveaux autocars, ainsi que certains autobus de transport en commun sont équipés d'un mécanisme qui permet d'abaisser la partie avant de la marche à environ dix centimètres (quatre pouces) du sol. Dès juillet, le Réseau GO a mis à l'essai des autobus à plancher surbaissés spécialement désignés sur le parcours de Georgetown, dans le cadre d'un effort visant à rendre le service plus accessible aux passagers handicapés. À la fin de l'exercice, plusieurs autres lignes étaient aussi dotées de ces autobus, y compris le service de l'autoroute 403, l'express CityLink entre Hamilton et Toronto, et les autobus de North Yonge et Bayview entre le métro Finch et Richmond Hill.

L'accessibilité aux renseignements téléphoniques a été facilitée en mai par l'établissement d'un nouveau service 800 pour tous les malentendants utilisant un appareil de télécommunication pour sourds.

Les améliorations liées à l'accessibilité ont aussi inclus la mise à jour continue des normes en ingénierie pour les nouvelles constructions. En outre, un ensemble de quelques 16 fonctions répondant aux besoins des personnes ayant des problèmes ambulateurs a été compilé pour le réaménagement de stations existantes. Une étude a aussi été entreprise afin d'améliorer l'accès au quai de la station de train du Lakeshore au moyen

d'escaliers roulants; les travaux débuteront à l'exercice prochain et s'échelonneront sur plusieurs années.

L'augmentation de la demande de services à occasionne la croissance des demandes d'utilisation des parcs de stationnement du Réseau GO. Des agrandissements ont été mis en œuvre dans tout le réseau, là où le terrain et les fonds le permettaient. Au cours de l'exercice, plus de 2 300 places de stationnement ont été ajoutées à 13 stations de train, augmentant ainsi la capacité de stationnement du réseau à plus de 22 000 places. Comme la disponibilité des terrains inoccupés décroît rapidement, le Réseau GO a entrepris une étude sur la gestion des parcs de stationnement et sur les moyens de mieux les utiliser. L'un des résultats de cette étude sera d'offrir à l'automne 1990 aux personnes utilisant le covoiturage des places de stationnement dans quatre stations d'essai de la ligne du Lakeshore.

D'autres améliorations des installations sont prévues, dont la construction d'une nouvelle station ferroviaire évaluée à 1,4 M\$ à Bramalea (la construction a débuté en novembre et sera terminée en septembre 1990). Les plans d'aménagement de nouvelles entrées pour les passagers et de postes de billets selon le système de preuves de paiement sont aussi terminés. Ces entrées seront aménagées au cours de l'exercice suivant sur les quais des stations de train de tout le réseau afin de faciliter l'accès aux trains.

Des améliorations ont aussi été apportées du côté des services d'autobus.

Le Réseau GO a commencé à exploiter directement le réseau d'autobus, mettant ainsi fin à presque deux décennies de services fournis par des sous-traitants et leurs conducteurs. En décembre, le Réseau GO a repris à son compte l'exploitation du service vers Oshawa, soit le dernier des services à être réintégrés suivant la mise en place graduelle, service par service, commencée en 1984. En assumant la responsabilité de

'l'exploitation pour la ligne d'Oshawa desservie par Gray Coach, ainsi que le segment Bowmanville, le Réseau GO gère maintenant directement le personnel et tous les parcours, améliorant ainsi la coordination et l'efficacité des services. Les normes d'excellence appliquées au cours des années par les sous-traitants sont toujours présentes, et c'est ces mêmes normes que les conducteurs du Réseau GO s'efforceront de conserver intactes.

Le service d'autobus partant de la gare de train, lancé au cours de l'exercice précédent, s'est révélé populaire et a été augmenté pour répondre à la demande. Une première pour le Réseau GO, ces autobus offrent aux navetteurs une option de transport vers les banlieues après le départ des derniers trains, et assurent le service, sur demande, vers des stations choisies sur les lignes de George-



Embarquement des passagers dans les autobus GO à la station Whitty ▲

Le service

Le service a été augmenté et amélioré tout au long de l'exercice en réponse à la demande

du public. Sur la ligne du Lakeshore, un troisième service de trains de douze voitures a été mis en place afin d'alléger l'encombrement aux heures d'affluence. En mars 1989, à titre expérimental, deux voitures ont été ajoutées aux trains traditionnels composés d'un maximum de dix voitures (en raison de la longueur du quai) sur le trajet Hamilton-Toronto,

matin et soir, en effectuant un embarquement sélectif aux stations et en ouvrant toutes les portes à la gare Union. En avril, d'autres voitures ont été ajoutées au train, toujours pour un trajet du matin et un du soir, pour fournir les places assises dont le service avait grande besoin entre Whitby et Toronto. En juin, des trains ont aussi été ajoutés aux heures d'affluence entre Oakville, Clarkson et Toronto, augmentant ainsi la capacité et l'équilibre des charges sur le tronçon ouest de la ligne du Lakeshore. L'ajout de nouveaux services et de trains de 12 voitures a permis d'augmenter de plus de 2 500 le nombre de sièges disponibles aux heures de pointe.

Un service de train spécial du Réseau GO a été mis en place au mois de juin à l'occasion de l'ouverture du SkyDome, stade couvert situé au centre-ville de Toronto, comportant deux lignes à service limité pour les parties

de base-ball et de football. Les trains bondés du Lakeshore étaient depuis des années le principal moyen de transport des partisans des Blue Jays et des Argonauts. Cependant, à la suite du déplacement du site des parties,

Hill ont été mises en service pour desservir le stade, les lignes de Milton et de Richmond Hill ont été mises à domicile, avec un train chacune à partir de la gare Union et un train supplémentaire du SkyDome seraient aussi pour après la partie. Initialement, ces deux lignes spéciales du SkyDome servaient aussi pour d'autres événements, tels de grands concerts. Mais à la fin de l'exercice, elles ont été limitées uniquement aux parties de base-ball et de football. Les passagers pouvaient aussi se rendre au SkyDome au moyen de l'autobus régulier du Réseau GO jusqu'aux stations de métro de la Commission de transports de Toronto (CCT) à Finch, York Mills et Yorkdale. Le Réseau GO et la CCT ont tous les deux participé à l'aménagement d'un passage spécial pour les piétons reliant la gare Union au SkyWalk du stade.

Le service ferroviaire de Richmond Hill a été augmenté deux fois au cours de l'exercice. Un quatrième train de banlieue du soir a été ajouté en juin et un quatrième train du matin à destination de Toronto, en octobre, afin de répondre à la demande créée par le développement résidentiel florissant dans le nord du Toronto métropolitain. L'harmonisation des tarifs a été mise en place en septem-

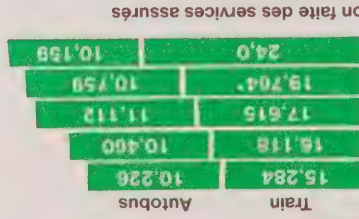
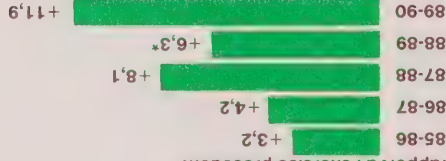
Richmond Hill et le service ferroviaire du Réseau GO, donnant ainsi aux passagers une autre bonne raison d'utiliser le transport en commun.

Conçu initialement par le Réseau GO une décennie auparavant, ce programme vise l'harmonisation des tarifs des règles du transport en commun local afin de permettre la correspondance gratuite (ou à un prix considérablement réduit) entre les services locaux et le service ferroviaire du Réseau GO. En encourageant l'utilisation du transport en commun, ce programme, parrainé conjointement par les municipalités participantes, aide à réduire le nombre de voitures sur les routes locales et dans les parcs de stationnement du Réseau GO. L'intégration des tarifs a été réalisée à Milton en juillet. Avec l'ajout des régies de transport en commun de Milton et de Richmond Hill, l'harmonisation des tarifs s'étend maintenant à dix services locaux, y compris la CCT, avec laquelle le Réseau GO a mis en place le laissez-passer combiné au début de 1988.

Le réseau ferroviaire a été à nouveau prolongé en janvier. La fréquence des trains sur la ligne Stouffville a été doublée avec l'ajout d'un deuxième train le matin et le soir. Au même moment, de nouvelles correspondances d'autobus ont permis de faire la liaison entre le train de Richmond Hill et la station Langstaff pour donner aux navetteurs du train de Stouffville encore plus de possibilités de déplacement, le matin et le soir.

Trajet		Evolution, en pourcentage		Trajets exploités, en kilomètres (à la fin de l'exercice)		Nombre de kilomètres parcourus (en milliers)	
1989-90		1988-89		1989-90		1988-89	

*Chiffres redressés à partir du rapport annuel 1988-1989

Nombre de voyageurs
(en millions)Exception faite des services assurés
en sous-traitanceNombre de voyageurs sur l'ensemble du
réseauÉvolution en pourcentage par
rapport à l'exercice précédentException faite des services assurés en
sous-traitance

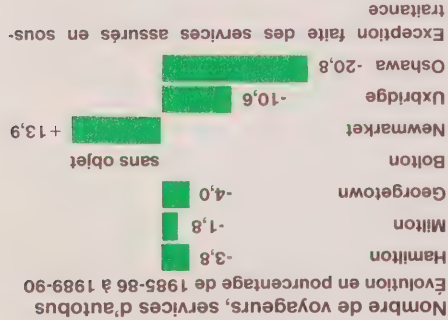
hausse de 4,2 millions de passagers du réseau de service ferroviaire; l'augmentation de l'achalandage de la ligne du Lakeshore provenant surtout du prolongement jusqu'à Whitby en décembre 1988.

L'achalandage du service d'autobus a continué de baisser, généralement en raison des embouteillages sur les routes et les grandes routes de toute la région. Le nouveau service ferroviaire GO de Whitby a aussi été un facteur de cette baisse puisque les usagers des autobus se sont empressés d'utiliser les trains. Deux trajets ont cependant connu une forte croissance de l'achalandage : le trajet North Yonge entre Richmond Hill et la station de métro Finch, qui a attiré 7 pour cent de passagers de plus que l'exercice précédent, et le service en semaine relativement nouveau de l'autoroute 403 reliant Oakville et Mississauga aux métros Yorkdale et York Mills, qui a connu une croissance de 18 pour cent.

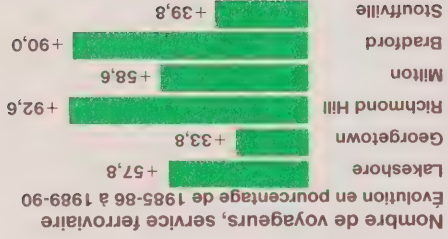
Globalement, le réseau combiné de trains et d'autobus a permis le transport record de 34,5 millions de passagers, une augmentation de 12 pour cent comparativement à l'exercice précédent, pour un taux de croissance supérieure à tous les taux enregistrés depuis la fin des années 70.

Le nombre moyen de déplacements quotidiens a aussi atteint de nouveaux sommets, s'établissant au mois d'août à 129 000 (l'achalandage de ce mois étant généralement soutenu par les nombreux visiteurs de l'Exposition nationale du Canada).

*Chiffres redressés à partir du rapport annuel 1988-1989



Exception faite des services assurés en sous-traitance



L'achalandage

L'achalandage du service ferroviaire a atteint de nouveaux sommets en 1989-1990. Vingt-quatre millions de passagers ont utilisé le service ferroviaire, soit presque l'achalandage qu'avait enregistré tout le réseau d'autobus et de trains il y a peine six exercices. L'achalandage du service ferroviaire a augmenté de 21 pour cent comparativement à l'exercice 1988-1989; croissance inégale depuis le milieu des années 70.

Les six services de train ont enregistré des gains substantiels. Seulement deux lignes, Georgetown et Stouffville, ont connu des augmentations inférieures à 20 pour cent, mais toutefois bien supérieures au 8 pour cent de croissance globale du total des déplacements, par voiture et toute forme de transport en commun, à l'intérieur des limites du Toronto métropolitain. À elle seule, la ligne du Lakeshore a contribué 3 millions à la

► Navetteurs à l'heure de pointe, à la station Whitby



Page couverture: Train GO de la ligne Milton croisant l'autoroute 403 à Mississauga

UNE NOUVELLE PÉRIODE D'EXPANSION

L'exercice a été marqué par une croissance sans précédent. Plus de personnes que jamais auparavant comptent sur le Réseau GO pour le transport, que ce soit pour faire la navette entre le travail et la maison, pour les loisirs ou autres.

Nous avons enregistré la plus forte augmentation de l'achalandage de la décennie, en transportant un nombre record de passagers au cours de l'exercice. Le Réseau GO a en effet transporté chaque jour de la semaine l'équivalent de la population d'une petite ville.

Le gouvernement de l'Ontario, reconnaissant la croissance rapide de la demande, a réaffirmé son engagement envers le transport en commun en augmentant considérablement les fonds alloués au transport, en plus des subventions annuelles qu'il accorde pour les routes et le transport en commun partout dans la province.

Notre part des nouveaux fonds accordés au transport nous permettra d'accélérer la réalisation de notre projet à long terme d'expansion du service sur les trajets existants. Toutes les lignes de train seront considérablement améliorées au cours des cinq à dix prochaines années. Le service aux heures creuses sera mis en place sur les parcours n'assurant présentement le service que du-

rant les heures de pointe, et le service pendant toute la journée s'étendra éventuellement à tout le réseau.

Les travaux préliminaires étaient déjà bien amorcés à la fin de l'exercice, y compris la planification conceptuelle du service pendant toute la journée et la négociation avec les entreprises de chemin de fer quant aux voies qu'empruntent les trains du Réseau GO. Entre-temps, l'expansion avait déjà été commencée avec l'augmentation des services de train du Lakeshore, de Richmond Hill et de Stouffville au cours de l'exercice précédent.

L'expansion n'a pas été limitée au réseau de service ferroviaire. Des changements additionnels ont aussi été apportés au service d'autobus afin de satisfaire les besoins des passagers, entre autres, le nouveau service d'autobus assimilés aux trains puisqu'ils partent de la gare Union.

Nous avons été en mesure de réagir rapidement à l'accroissement de la demande, en ajoutant des services d'autobus et de train, tout en gardant l'incidence sur les voyageurs la plus faible possible. En effet, bien que ces services additionnels se soient traduits par une hausse des dépenses d'exploitation, les coûts ont été maintenus sous contrôle. En fait, nous avons atteint un nouveau sommet

dans l'efficacité de la gestion des fonds disponibles. La subvention provinciale accordée est passée à 1,42 \$ par passager, alors que le coût moyen par passager a augmenté très légèrement à 4,09 \$. Nous avons aussi récupéré un pourcentage record de 70,9 pour cent de nos dépenses d'exploitation au moyen du revenu, dépassant ainsi pour la deuxième année consécutive notre objectif de 65 pour cent.

Les faits et les chiffres qui suivent parlent d'eux-mêmes. Ils sont la preuve du sérieux de notre engagement à maintenir un service de la plus haute qualité pour les voyageurs; un service qui, clairement, donne la priorité au passager.

Le directeur général de l'Exploitation,



T.G. SMITH

À L'AUBE DES ANNÉES QUATRE-VINGT-DIX

Le Réseau GO a connu encore cette année une croissance record.

Nous avons atteint un nouveau sommet en transportant plus de 34 millions d'usagers dans nos trains et nos autobus aux couleurs distinctives de vert et blanc. Plus de 24 millions de passagers ont utilisé le train, soit environ dix fois plus qu'à notre première année d'exploitation en 1967. Sur la ligne du Lakeshore seulement, nous avons transporté plus de 18 millions de passagers. Il y a à peine 11 ans, ce chiffre correspondait au nombre total de passagers pour tout le réseau, trains et autobus.

Une telle croissance ne ralentira pas, tant que le sud de l'Ontario se développera. Mais, la prospérité se paie, et la région de Toronto paie maintenant ce prix sous forme d'embouteillages sur les routes et les grandes routes. Par conséquent, beaucoup plus souvent qu'auparavant, la population utilise le transport en commun comme le meilleur moyen de se déplacer, de faire la navette entre la maison et le travail. Les pressions quant à l'obtention d'un service de qualité n'ont par conséquent jamais été aussi fortes.

Chez Réseau GO, nous sommes fiers d'avoir réussi à répondre à de telles pressions au cours des années. Nous avons l'intention de continuer dans cette voie, afin de demeurer l'un des premiers services de transport en commun du Canada.

Bien sûr, nous avons l'appui absolu de la province de l'Ontario, qui a depuis longtemps reconnu l'importance qu'une région métropolitaine telle que la nôtre se dote d'un service de transport en commun de qualité. Le gouvernement a à nouveau prouvé son engagement dans son budget de 1989, en injectant des capitaux additionnels de 2 milliards de dollars dans le transport, soit la part du lion, et en allouant 1,2 milliard de dollars à la région du Grand Toronto et 400 millions de dollars au réseau GO.

L'obtention de ces nouveaux fonds ouvre la voie à une expansion des services jamais égale dans notre histoire. À la fin de la décennie, tous les centres des villes les plus importantes de la région seront reliés grâce à ce réseau, et le service de train pendant toute la journée ne sera plus limité à la ligne du Lakeshore. Réseau GO deviendra un élément encore plus essentiel de l'infrastructure

des transports de la région du Grand Toronto.

Au moment où nous entrons dans cette nouvelle période d'expansion, je suis persuadé que toutes les personnes qui ont largement contribué au succès de la société au cours du dernier exercice continueront de donner le meilleur d'elles-mêmes. Ces personnes comprennent les membres du Conseil, les opérateurs de train, la Compagnie des chemins de fer nationaux du Canada, les ports de l'Ontario, et notre personnel, dont les meilleurs systèmes de transport en commun qui soit.

Je les remercie de leurs efforts.

Le président du Conseil,



L.H. PARSONS

068830042

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 3rd Floor
 77 West Bay St. West
 Toronto, Ontario
 M5A 1Z8

Office of the Minister
 Bureau du ministre
 (416) 965-2101



Toronto, le 19 juillet 1990

L'honorable Lincoln M. Alexander
 Lieutenant-Gouverneur de l'Ontario
 Hôtel du gouvernement
 Queen's Park
 Toronto (Ontario)
 M7A 1A1

Monsieur le Lieutenant-gouverneur,

J'ai le privilège de présenter, à votre intention ainsi qu'à celle des membres de l'Assemblée législative, le compte rendu des activités de la Régie des transports en commun de la région de Toronto pour l'exercice clos le 31 mars 1990. Je vous prie d'agréer, Monsieur le Lieutenant-gouverneur, l'assurance de ma très haute considération.

Le ministre,

WILLIAM WYKE
 (1)

Toronto, le 13 juillet 1990

L'honorable William Wyke
 Ministre des Transports
 Immeuble Ferguson
 Queen's Park
 Toronto (Ontario)
 M7A 1Z8

Monsieur le Ministre,

Au nom des membres du Conseil d'administration, j'ai l'honneur de vous présenter le rapport annuel 1989-1990 de la Régie des transports en commun de la région de Toronto.

Je tiens à vous remercier, ainsi que le personnel du ministère des Transports, de votre collaboration et de l'assistance que vous continuez de prêter au Réseau GO; nous espérons que la qualité des rapports qu'entretiennent nos deux organismes se renforcera encore davantage dans l'avenir.

Veuillez agréer, Monsieur le Ministre, l'assurance de ma considération distinguée.

Le président du Conseil,

Louis H. Parsons
 (1)



GO Transit

(416) 665-9211 Fax (416) 665-9006

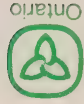
1120 Finch Avenue West
 Toronto (Downsview), Ontario
 Canada
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Rapport annuel Réseau GO

Pour l'exercice terminé
le 31 mars 1990



Régie des transports
en commun de la
région de Toronto



Ontario

